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EASTMAN

THE

NAVAL BATTLES

OF THE

UNITED STATES

IN THE DIFFERENT WARS WITH

FOREIGN NATIONS,

FROM THE COMMENCEMENT OF

THE REVOLUTION

TO THE PRESENT TIME:

INCLUDING

PRIVATEERING.

EMBELLISHED WITH TWENTY ELEGANT ENGRAVINGS.

BOSTON:
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NAVAL BATTLES.

The benefits to be derived from historical records of noble achievements whether physical or moral are universally acknowledged. The ambition of the student, the warrior, or the statesman is stimulated by the accounts transmitted in this manner; and the Patriotic of every age and nation have heard with pride the heroic deeds of their countrymen recounted, whether it be done by the faithful pen of the impartial historian, or recorded in the page of Historical Romance. It is with the desire of commemorating some of the most remarkable exploits of our gallant seaman that the following plain and unvarnished description of the Naval Battles fought by them since the establishment of the American Navy is offered to the public; believing it will be useful to the whole American People and especially to the rising generation, prompting them to emulate the Heroic daring, and that high minded self respect which has uniformly distinguished the American Commander. No one can read these pages without being filled with admiration at the vast majority of victories which have crowned the efforts of our Gallant Navy. Indeed

during the continuance of the late war with Great Britain there are but two instances of the loss of an American Ship where the forces were nearly equal, viz.—the Chesapeake and the Argus; and we certainly cannot consider the former as having been of equal force with the Shannon, although the number of guns were so nearly equal, (the Shannon having in all 53 guns and the Chesapeake 49) on account of the difference in the crews, the Shannon having been at sea long enough to discipline hers completely, while the crew of the Chesapeake were scarcely out of port. Nor is the meed of praise due to our gallant Tars for bravery in action alone, for we have abundant evidence in the following pages of very superior skill in Naval Tactics and Seamanship, as well as in battle. There is not probably on the pages of history a more brilliant illustration of these qualities than in the escape of the Constitution from the British Fleet in July, 1812. In every naval engagement seamen alone can tell how much depends upon skill and celerity in managing the ship.

The accounts are carefully selected from the best authorities and uninteresting detail as much as possible avoided. It has been attempted to preserve a connected narrative as far as the nature of the undertaking would permit, and to make the work something more than a mere collection of official documents and extracts from log books. The limited size of the volume does not admit of so complete a history as some readers would wish, but it embraces a more comprehensive view of the operations of our

Navy than any other publication, and the engravings are done in a style of elegance which does honor to the artists who executed them.

In the revolutionary war, which gave independence and character to the United States of America, several armed vessels were in commission, and performed exploits, that confer immortality on the names of Barry, Manly, Jones, and others. During the latter years of the contest, from the want of finances, the depreciation of paper currency, and, perhaps, still more, from the alliance with France supplying a naval force, little was done to augment, or even to maintain, that of our own nation; and, shortly after the close of the war, the few ships, that had constituted the navy, were sold by order of Congress.

The depredations committed on our commerce in the Mediterranean, by the piratical corsairs of the Barbary powers, induced Congress, in 1794, to undertake the formation of a naval force for its protection. Four ships, of forty-four guns each, and two of thirty-six, were ordered to be built.—The act authorizing the construction of these ships, passed the twenty-seventh day of March, which may be considered as the day that gave existence to the navy of the United States.

The creation and establishment of a permanent and efficient naval force, for the protection of commerce and the defence of the seacoast in case of war, had always been advocated by Mr. JOHN ADAMS; and during the term of his presidency, from March, 1797, to March, 1801, the object was pursued with great zeal and energy. To no individual is the nation more indebted, than to Mr. ADAMS; and posterity will hail him as the FATHER OF THE AMERICAN NAVY.

In 1798, there were in service twenty vessels; in 1799, upwards of thirty. A law was passed, directing the building of six seventy-four gun ships, which, however, was never carried into effect. In 1801, the navy consisted of the following ships:

United States	44 guns
President	44
Constitution	44
Philadelphia	44
Chesapeake	36
Constellation	36
Congress	36
New-York	36
Boston	32
Essex	32
Adams	32
John Adams	32
General Greene	32

All the other public vessels were ordered by Congress to be sold, and the building of those authorized was suspended.

CAPTAIN THOMAS TRUXTON.

Was one of the first six captains appointed by the President, at the organization of the naval establishment, in 1794. He was directed to superintend the building of the Constellation, of 36 guns, at Baltimore, and to take the command of her when equipped

The commerce of the United States having suffered much from the ravages of the French, both in national vessels and privateers, Captain Truxton was sent with a squadron to the West Indies for its protection.

On the ninth of February, 1799, at noon, the island of Nevis bearing w. s. w. five leagues distant, the Constellation being then alone, a large ship was discovered to the southward, which proved to be the French frigate Insurgente, of forty guns and four hundred and seventeen men. Commodore Truxton bore down upon her, and, at a quarter past three, ranging along side, poured a broadside into her, which was immediately returned. After a warm action of an hour and a quarter, the French ship struck twenty-nine of her crew were killed, and forty-fou wounded. The Constellation had only one man kill ed, and two wounded.

On the first of February, 1800, the Constellation being alone in the road of Basseterre, at half past seven A. M. Guadaloupe bearing eastward, about five leagues distant, a sail was discovered, which, on ap-

proaching, commodore Truxton ascertained to be a heavy French frigate, of fifty-four guns. He immediately prepared his ship for action. He continued the chase till one the next day, when a fresh wind enabled him to gain upon her. At eight in the evening, having got within hail, he hoisted his ensign; had all the candles in the battle lanterns lighted; and was in the lee gang way, ready to speak to the French ship, when she commenced a fire from her stern and quarter guns at the rigging of the Constellation. Having repeated the orders he had before given, commodore Truxton, in a few moments gained a position on the weather of the French ship, which enabled him effectually to return her broadside. After a close and severe action of about four hours, the fire of the French ship was completely silenced, and she sheered off, at the moment when Truxton considered her as his prize, and had ordered the tattered sails of the Constellation to be trimmed. It was then perceived that the main-mast was totally unsupported by rigging, every shroud having been shot away. All efforts to support the mast were useless; it went over the side in a few minutes, carrying all the top-men with it.* Before the ship could be cleared of the shattered fragments, which was accomplished in about an hour, the French ship had

* James Jarvis, of New-York, a midshipman, commanded the main-top. He was apprized of his danger by a seaman, but had so high an opinion of the duty of an officer, that he replied, "If the mast goes, we must go with it." This soon happened, and only one of the men was saved.

effected her escape. Her disappearance was so sudden, that, the people on board the Constellation supposed she had sunk. She arrived at Curracoa, five days after the engagement, so shattered, that all her crew were continually employed at the pumps to keep her from sinking. She had one hundred and sixty men killed and wounded. Her captain stated that he had twice struck his colours; but, owing to the darkness, it was not perceived on board the Constellation. Believing it was the determination of the American captain to sink him, he renewed the engagement from necessity. The Constellation had thirty-nine men killed and wounded. The French frigate was the Vengeance.

CAPTAIN LITTLE—FRIGATE BOSTON.

The United States frigate Boston, commanded by captain Little, being on a cruise, to protect the American commerce in the West Indies, in latitude 22, 50, longitude 51, captured, on the 12th of October, 1800, after an action of an hour and forty minutes, the French national corvette Le Berceau. The Boston mounted twenty-four 12, and eight 9 pounders, and had two hundred and thirty men, of whom six were killed, and eight wounded. Le Berceau was commanded by captain Senes, had twenty-two 9, and two 12 pounders, on one deck, and two hun-

dred and thirty men. She lost all her masts, and was otherwise much disabled. She had been out from Cayenne twenty five days, during which she had plundered two American vessels and made prize of one. On a former cruise she had captured several American vessels. A variety of circumstances conspired to render this capture of much importance. Le Berceau was considered one of the fastest sailing corvettes in the French navy; she served as a look-out vessel to the French fleet for eighteen months, had frequently been chased by British cruisers, but never overtaken; and had been very successful in capturing British, American, and Portuguese vessels; and was bound on this cruise to intercept the American Indiamen, and South American ships. Captain Senes had been post captain in the French navy for many years; was a midshipman in count D'Estaing's fleet in the revolutionary war; and was esteemed a brave and intelligent officer. Le Berceau lost in the engagement her first lieutenant, master, boatswain, master-gunner, and pilot, besides a number of seamen. Captain Senes, and a commissioner, who was in Le Berceau, after being in the Boston fifteen days, were, at their request, permitted to go to Barbadoes, on their parole.

The Boston expended upwards of 27 cwt. of powder, upwards of 1500 round shot, besides double that number of chain, double-headed, and grape, during the action. Captain Little arrived, with his prize, at Boston, the 14th of November.

CAPTAIN STERRETT.

In the month of August, 1801, Captain Sterrett, commander of the United States schooner Enterprize, of twelve guns, and ninety men, fell in, off Malta, with a Tripolitan cruiser of fourteen guns and eighty-five men. A desperate conflict ensued, and had continued for nearly two hours, when the Tripolitan hauled down her colours. The crew of the Enterprize left their guns, and gave three cheers for the victory. Upon this, the cruiser poured a broadside into the Enterpize, hoisted her colours, and renewed the action with redoubled vigour. Her crew, brandishing their sabres, continually attempted to board. They were again overcome by the skilful crew of the Enterprize, and struck a second time. Captain Sterrett then ordered the cruiser under his quarter, and kept his men at the guns. But the Tripolitan had no sooner come to the position she was ordered, than she renewed the action the third time, by pouring a broadside into the Enterprize. The Tripolitans hoisted their bloody flag, and attempted to board. The indignant cry of "Fight on, and sink the perfidious villains to the bottom," was now heard from every part of the American schooner. Every effort was made by Captain Sterrett to ensure a complete victory. His superior skill in the management of his vessel enabled him to rake the corsair, fore and aft. A number of shot between wind and water, opened her sides for the sea to pour in. Fifty of her men were killed and wounded. Her treacherous

commander, perceiving the destruction of his vessel and crew inevitable, implored for quarters. Bending in a supplicating posture over the waste of his vessel, he threw his colours into the sea, to convince the American captain that he would no more attempt to resist. Captain Sterrett, actuated by the sentiment of true bravery, stopped the effusion of blood, though the treacherous conduct of the Tripolitans merited no mercy. His instructions not permitting him to make a prize of the cruiser, he ordered her crew to throw overboard all their guns, swords, pistols, ammunition, &c. and then to go and tell their countrymen the treatment they might expect from a nation, determined to pay tribute only in powder and ball.

The Enterprize, in this engagement of three hours, did not lose a man. Captain Sterrett, after paying every attention to the wounded Tripolitans, ordered the cruiser to be dismantled. Her masts were cut down. A spar was raised, to which was hung a tattered sail, as a flag. In this condition she was sent to Tripoli. On her arrival there, the indignation, excited by her defeat, was so great, that the bashaw ordered the wounded captain to be mounted on a jack-ass, and paraded through the streets as an object of public scorn; and then to receive five hundred bastinadoes. The Tripolitans were so terrified at this event, that the sailors abandoned the cruisers then fitting out. Not a man could be procured to navigate them.*

* History of the war between the United States and Tripoli p. 91.

SCHOONER EXPERIMENT.—LIEUT. STEWART.

In July, 1800, lieutenant Charles Stewart was appointed to the command of the Experiment, of twelve guns, and ordered to cruise in the West Indies. He arrived on that station the first of September, and the same night fell in with the French schooner Deux Amis, of eight guns, which he engaged and captured, without any loss, after an action of ten minutes.

Soon after, while cruising near the island of Barbuda, he discovered a brig of war, and a three-masted schooner, standing for the Experiment, under a press of sail, and displaying English colours. The Experiment was hove to, and the British signal of the day was made, which not being answered by the strange vessels by the time they were within gun-shot, that signal was hauled down, and the Experiment stood away with all sail set. A chase was now commenced by the enemy, and continued for about two hours; when finding they were outsailed by the Experiment, they relinquished the pursuit, and bore away under easy sail, firing a gun to windward, and hoisting French colours. Lieutenant Stewart now manœuvred his schooner so as to bring her in the enemy's wake to windward, when a chase was made on his part, which continued the whole day before the wind, each vessel crowding all her canvass. At eight o'clock

at night, the Experiment closed with the three-mast ed schooner, which was the sternmost of the hostile vessels; and having taken a position on her larboard-quarter, opened a fire upon her from the great guns and small arms, which in about five minutes, compelled her to strike. She was immediately taken possession of, and proved to be the French schooner of war Diana, of fourteen guns and sixty-five men, commanded by M. Peraudeau, lieutenant de Vaisseau. The detention occasioned by removing the prisoners, enabled the brig of war to escape. She mounted, as was afterwards learned, eighteen guns, and had a crew of one hundred and twenty men. The Experiment proceeded to St. Christopher's with her prize.

On the 14th of December, she fell in with the privateer Flambeau, of sixteen guns and ninety men, with a prize brig, steering for Marigalante. The breeze being light and the enemy to windward, it was late in the afternoon before there was any prospect of closing with him. Notwithstanding all the exertions of the Experiment, the Flambeau escaped in shore; but her prize was retaken. This vessel proved to be the Zebra of and from Baltimore, laden with flour. During the remainder of this cruise, the Experiment recaptured several American vessels sometimes as many as two or three in a day, and thus rescued American property to a considerable amount.

OPERATIONS IN THE MEDITERRANEAN.

As every incident and anecdote connected with the Tripolitan war has become extremely interesting to the publick, we trust that the following circumstantial, though very imperfect, NARRATIVE of the operations of the squadron under COMMODORE PREBLE, will be read with satisfaction.

The Tripolitan cruisers continuing to harass the vessels of the United States, Congress determined, in 1803, to act with greater vigour against them, and to fit out a fleet that should not only repel their unprovoked aggression, but also chastise their insolence. The squadron consisted of the Constitution, 44 guns; the Philadelphia, 44; the Argus, 18; the Syren, 16; the Nautilus, 16; the Vixen, 16; and the Enterprize, 14. Commodore Preble was appointed to the command of this squadron, in May, 1803.

On the thirteenth of August, commodore Preble sailed in the Constitution for the Mediterranean. On his passage he brought to a Moorish frigate, which he suspected had been authorized to cruise against American vessels; but her papers not supporting such a suspicion, he dismissed her. When he arrived at Gibraltar, he found that our affairs with Morocco had assumed a very disagreeable aspect.

Captain William Bainbridge, commanding the frigate Philadelphia, had sailed in July; and, on the

twenty-sixth of August, had captured the Moorish ship Mirboha, of twenty-two guns, and one hundred and ten men. An order to cruise for American vessels was discovered among her papers. There was no signature to this order. The captain said it was delivered to him sealed, by the Moorish governour of Tangiers, who ordered him not to open it until at sea. By the authority of this order he had captured the American brig Celia, then in company. In May, captain Rodgers had detained a vessel, under Moorish colours, attempting to enter Tripoli, then actually blockaded by him. On board of her were four guns, and other contraband articles. The emperour denied having authorized the latter; and the governour of Tangiers disavowed having given any orders to cruise for Americans to the former. Commodore Preble, the day after his arrival, wrote to the American consul at Tangiers, that peace with the emperour of Morocco was desirable; that since he disavowed the acts of hostility, committed by his subjects, he should punish as pirates all Moorish cruisers attempting to capture American vessels.*

Commodore Rodgers, who, with the New York and John Adams, frigates, was under orders to return to the United States, consented to remain a few days on the station, and to proceed with commodore Preble to Tangier bay, to effect an adjustment of existing differences.

On the seventeenth of August, commodore Preble appeared in Tangier bay, and hoisted a white flag

* Port Folio, vol. iii. p. 361.

in token of peace. The American consul was not permitted to go on board. Two sentinels were placed at his door.

About this time another act of hostility was committed at Mogadore. It was an order given to detain all American vessels. The brig Hannah, of Salem, was actually seized.

This determined the commodore to take a more decided course. He ordered his squadron to bring in all Moorish vessels for examination. He despatched vessels to cruise off Mogadore, Salee, Zarach and Tetuan, while he himself entered the bay of Tangiers from time to time. The Philadelphia and Vixen were ordered to lie before Tripoli.

On the 5th of October, when the emperour of Morocco was expected at Tangiers, commodore Preble anchored the Constitution and Nautilus in the bay, within half a mile of the circular battery. In the afternoon of the 6th, he was joined by the frigates New York and John Adams. The ships were constantly kept clear for action, and the men night and day at their quarters. The emperour arrived on the 6th, with a great body of troops, who encamped on the beach opposite the American squadron. The commodore saluted the emperour with twenty-one guns, which were retured by an equal number from the fort. A present of bullocks, sheep, and fowls, was sent to the American squadron, as a token of the emperour's good will. On the 8th, the emperour, attended by a body of troops, came to the beach for

the purpose of viewing the American squadron. The Constitution again complimented him with twenty-one guns, with which he was much gratified.

The next day the American consul informed the commodore that the emperour had given orders for the American brig, detained at Mogadore, to be released; and that he would give audience to the American commodore and consul on the following Monday.

On the day appointed, the commodore, accompanied by four persons, went on shore. He ordered the officer, commanding the squadron during his absence, to fire upon the town, if he should be forcibly detained; and not to enter into any treaty for his release, nor be influenced by any considerations for his personal safety. When arrived at the castle, they were conducted through a double file of soldiers to the emperour. The commodore, on entering, was requested to put away his side arms; with this he declined complying; and was permitted to retain them. The emperour expressed much sorrow and regret that any difference had arisen; for it was his desire to be at peace with the United States. He denied having given any hostile orders; promised to restore all American vessels and property, detained by the authority of any of his governours; and renewed and confirmed the treaty made with the United States in 1786. The commodore and consul, on the part of the United States, promised that the vessels and property belonging to the emperour, should

be restored; and the orders for capturing them revoked.

Commodore Preble was now at liberty to direct his whole attention to Tripoli. The season was, however, too far advanced for active operations.

On the 31st of October, the Philadelphia, being, at nine o'clock in the morning, about five leagues to the westward of Tripoli, discovered a sail in shore, standing before the wind to the eastward. The Philadelphia immediately gave chase. The sail hoisted Tripolitan colours, and continued her course near the shore. The Philadelphia opened a fire upon her, and continued it, till half past eleven; when, being in seven fathoms water, and finding her fire could not prevent the vessel entering Tripoli, she gave up the pursuit. In beating off, she ran on a rock, not laid down in any chart, distant four and a half miles from the town. A boat was immediately lowered to sound. The greatest depth of water was found to be astern. In order to back her off, all sails were then laid aback; the top-gallant-sails loosened; three anchors thrown away from the bows; the water in the hold started; and all the guns thrown overboard, excepting a few abaft to defend the ship against the attacks of the Tripolitan gun-boats, then firing at her. All this, however, proved ineffectual; as did also the attempt to lighten her forward by cutting away her foremast. The Philadelphia had already withstood the attack of the numerous gun-boats for four hours, when a large reinforcement coming out of Tripoli, and being herself deprived of every

means of resistance, and defence, she was forced to strike, about sunset. The Tripolitans immediately took possession of her, and made prisoners of the officers and men, in number three hundred. Forty-eight hours afterwards, the wind blowing in shore, the Tripolitans got the frigate off, and towed her into the harbour.

On the 14th of December, commodore Preble sailed from Malta, in company with the Enterprize, commanded by lieutenant Stephen Decatur. On the 23d, the latter captured a ketch in sight of Tripoli; which place she had left the preceding night, bound to Bengaza. She was under Turkish colours, and was navigated by Turks and Greeks. On board of her were two Tripolitan officers of distinction, a number of Tripolitan soldiers, and about forty blacks belonging to the bashaw and his subjects. The commodore had at first determined to release the vessel and men claimed by the Turkish captain: and only detain the Tripolitans, about sixty in number, as prisoners. But before this determination could be put in execution, he ascertained, that this same captain had been very active in assisting to take the Philadelphia. He had, on that occasion, received on board his vessel one hundred armed Tripolitans; had changed his own colours for that of the enemy; had attacked the frigate; and, when she was boarded, had plundered the officers. This determined the commodore to retain the vessel. As she was in no condition to be sent to the United States, he forwarded her papers to

government. Soon after he had her appraised and took her into the service as the ketch Intrepid.

When lieutenant Decatur was informed of the loss of the Philadelphia, he immediately formed a plan of recapturing and destroying her, which he proposed to commodore Preble. At first the commodore thought the projected enterprise too hazardous; but at length granted his consent. Lieutenant Decatur then selected for the enterprise the ketch Intrepid, lately captured by him. This vessel he manned with seventy volunteers, chiefly of his own crew; and on the third of February sailed from Syracuse, accompanied by the brig Siren, lieutenant Stewart. The Siren was to aid the boats; and, in case it should be deemed expedient to use the Intrepid as a fire ship, to receive her crew.

After a tempestuous passage of fifteen days, the two vessels arrived off the harbour of Tripoli, towards the close of day. It was determined that at ten o'clock in the evening the Intrepid should enter the harbour, accompanied by the boats of the Siren. But a change of wind had separated the two vessels six or eight miles. As delay might prove fatal, lieutenant Decatur entered the harbour alone about eight o'clock. The Philadelphia lay within half gun shot of the Bashaw's castle and principal battery. On her starboard quarter lay two Tripolitan cruisers within two cables length; and on the starboard bow a number of gun-boats within half gun-shot. All her guns were mounted and loaded. Three hours were, in consequence of the lightness of the wind, con-

sumed in passing three miles, when, being within two hundred yards of the Philadelphia, they were hailed from her, and ordered to anchor on peril of being fired into. The pilot on board the Intrepid was ordered to reply, that all their anchors were lost. The Americans had advanced within fifty yards of the frigate, when the wind died away into a calm. Lieutenant Decatur ordered a rope to be taken out and fastened to the fore chains of the frigate, which was done, and the Intrepid was warped along side. It was not till then the Tripolitans suspected them to be an enemy; and their confusion in consequence was great. As soon as the vessels was sufficiently near, lieutenant Decatur sprang on board the frigate, and was followed by midshipman Morris.* It was a minute before the remainder of the crew succeeded in mounting after them. But the Turks, crowded together on the quarter deck, were in too great consternation to take advantage of this delay. As soon as a sufficient number of Americans gained the deck they rushed upon the Tripolitans; who were soon overpowered; and about twenty of them were killed. After taking possession of the ship, a firing commenced from the Tripolitan batteries and castle, and from two corsairs near the frigate; a number of launches were also seen rowing about in the harbour; whereupon lieutenant Decatur resolved to remain in the frigate, for there he would be enabled to make the best defence. But perceiving that the launches kept at a distance, he ordered the frigate to be set on fire,

* Now Captain Morris.

which was immediately done, and so effectually, that with difficulty was the Intrepid preserved. A favourable breeze at this moment sprung up, which soon carried them out of the harbour. None of the Americans were killed, and only four wounded. For this heroick achievement lieutenant Decatur was promoted to the rank of post captain. His commission was dated on the day he destroyed the Philadelphia.

After the destruction of the Philadelphia frigate, commodore Preble was, during the spring and early part of the summer, employed in keeping up the blockade of the harbour of Tripoli, in preparing for an attack upon the town, and in cruising. A prize that had been taken was put in commission, and called the Scourge. A loan of six gun-boats and two bomb-vessels, completely fitted for service, was obtained from the king of Naples. Permission was also given to take twelve or fifteen Neapolitans on board each boat, to serve under the American flag.

With this addition to his force, the commodore, on the 21st of July, joined the vessels off Tripoli. His squadron then consisted of the

Frigate	Constitution,	44 guns,	24 pounders.
Brig	Argus,	18	24
	Syren,	18	18
	Scourge,		
Schooner	Vixen,	16	6
	Nautilus,	16	6
	Enterprize,	12	6

Besides six gun-boats, carrying each a twenty-six brass pounder, and two bomb-ketches, carrying each

a thirteen inch mortar. The number of men engaged in the service amounted to one thousand and sixty.

On the Tripolitan castle and batteries, one hundred and fifteen guns were mounted: fifty-five of which were pieces of heavy ordnance; the others long eighteen and twelve pounders. In the harbour were nineteen gun-boats, carrying each a long brass eighteen or twenty-four pounder in the bow, and two howitzers abaft: also two schooners of eight guns each, a brig of ten, and two galleys, of four guns each. In addition to the ordinary Turkish garrison, and the crews of the armed vessels, estimated at three thousand, upwards of twenty thousand Arabs had been assembled for the defence of the city.

The weather prevented the squadron from approaching the city until the 28th, when it anchored within two miles and a half of the fortifications; but the wind suddenly shifting, and increasing to a gale, the commodore was compelled to return. On the 3d of August, he again approached to within two or three miles of the batteries. Having observed that several of the enemy's boats were stationed without the reef of rocks, covering the entrance of the harbour, he resolved to take advantage of this circumstance. He made signal for the squadron to come within speaking distance, to communicate to the several commanders his intention of attacking the shipping and batteries. The gun-boats and bomb-ketches were immediately manned, and prepared for action. The former were arranged in two divisions of three each. The first divison was under the com-

mand of captain Somers, on board the boat No. 1; lieutenant James Decatur commanded the boat No. 2; and lieutenant Blake, No. 3. The second division was commanded by captain Decatur, in No. 4; lieutenant Bainbridge commanded No. 5; and lieutenant Trippe No. 6. The two bomb-ketches were commanded, the one by lieutenant commandant Dent; the other by Mr. Robinson, first lieutenant of the commodore's ship. At half past one, the squadron stood in for the batteries. At two, the gun-boats were cast off. At half past two, signal was made for the bomb-ketches and gun-boats to advance and attack. At three quarters past two, the signal was given for a general action. It commenced by the bomb-ketches throwing shells into the town. A tremendous fire immediately commenced from the enemies batteries and vessels, of at leas two hundred guns. It was immediately returned by the American squadron, now within musket-shot of the principal batteries.

At this moment, captain Decatur, with the three gun-boats under his command, attacked the enemy's eastern division, consisting of nine gun-boats. He was soon in the midst of them. The fire of the cannon and musketry was immediately changed to a desperate attack with bayonet, spear, sabre, &c. Captain Decatur having grappled a Tripolitan boat, and boarded her with only fifteen Americans; in ten minutes her decks were cleared, and she was captured. Three Americans were wounded. At this moment captain Decatur was informed that the gun

boat commanded by his brother, had engaged and captured a boat belonging to the enemy; but that his brother, as he was stepping on board, was treacherously shot by the Tripolitan commander, who made off with his boat. Captain Decatur immediately pursued the murderer, who was retreating within the lines; having succeeded in coming along side, he boarded with only eleven men. A doubtful contest of twenty minutes ensued. Decatur immediately attacked the Tripolitan commander, who was armed with a spear and cutlass. In parrying the Turk's spear, Decatur broke his sword close to the hilt, and received a slight wound in the right arm and breast; but having seized the spear he closed; and, after a violent struggle, both fell, Decatur uppermost. The Turk then drew a dagger from his belt; but Decatur caught hold of his arm, drew a pistol from his pocket, and shot him. While they were struggling, the crew of both vessels rushed to the assistance of their commanders. And so desperate had the contest around them been, that it was with difficulty Decatur could extricate himself from the killed and wounded that had fallen around him. In this affair an American manifested the most heroick courage and attachment to his commander. Decatur, in the struggle, was attacked in the rear by a Tripolitan; who had aimed a blow at his head, which must have proved fatal, had not this generous-minded tar, then dangerously wounded and deprived of the use of both his hands, rushed between him and he sabre, the stroke of which he received in his head

whereby his scull was fractured. This hero, however survived, and now receives a pension from his grateful country. All the Americans but four were wounded. Captain Decatur brought both his prizes safe to the American squadron.

Lieutenant Trippe boarded one of the enemy's large boats, with only a midshipman, Mr. Jonathan Henly, and nine men; his boat falling off before any more could join him. He was thus left either to perish, or to conquer thirty-six men, with only eleven, Though at first, the victory seemed doubtful, yet, in a few minutes, the Tripolitans were subdued; fourteen of them were killed, and twenty-two taken prisoners. Seven of these last were severely wounded. Lieutenant Trippe received eleven sabre wounds, some of them dangerous. The blade of his sword bending, he closed with his antagonist. Both fell. In the struggle, Trippe wrested the Turk's sword from him, and, with it, stabbed him to the heart.

Lieutenant Bainbridge had his lateen yards shot away. This rendered all his exertions to get along side the enemy's boats of no effect. But his brisk and well directed fire, within musket shot, did great execution. At one time his boat grounded within pistol shot of one of the enemy's batteries. He was there exposed to the fire of musketry; but, by his address and courage, he extricated himself from his dangerous situation.

Captain Somers was not able to get far enough to windward, to co-operate with Decatur. He, however, bore down upon the leeward division of the en-

emy. With his single boat, he attacked five full manned Tripolitan boats, within pistol shot. He defeated, and drove them in a shattered condition, and with the loss of many lives, to take refuge under the rocks.

The two bomb vessels kept their station, and threw a great many shells into the town. Five of the enemy's gun-boats, and two galleys, composing their centre division, stationed within the rocks, being reinforced, and all joined by the gun-boats that had been driven in, twice attempted to row out and surround the gun-boats and prizes of the Americans. They were, however, prevented by the vigilance of the commodore, who made signal for the brigs and schooners to cover them. This was properly executed by these vessels. Their conduct was excellent during the whole of the engagement, and they annoyed the enemy exceedingly. The fire from the Constitution did considerable execution, and kept the enemy's flotilla in constant disorder. She was several times within two cables' length of the rocks, and three of the batteries. As soon as her broadside was brought to bear on any of the batteries, it was immediately silenced. But having no large vessels to secure these advantages, the fire was recommenced as soon as she changed her position.

At half past four, the wind having inclined to the northward, and the enemy's flotilla having retreated to a station which covered them from the fire of the Americans, signal was made for the gun-boats and bombs to retire from the action. This was effect

ed, and in fifteen minutes the squadron was out of the reach of the enemy's shot. The squadron was more than two hours within grape shot distance of the enemy's batteries, which kept up a constant fire. The damage sustained by the Americans was by no means proportionate to the apparent danger. The frigate Constitution was struck in her mainmast by a thirty-two pound ball, her sails and rigging were considerably cut, and one of her quarter-deck guns was injured by a round shot ; not a man, however, was killed on board of her. The other vessels suffered in their rigging, and had several men wounded ; but none were killed, excepting lieutenant Decatur. On the part of the enemy the effect of this engagement was very different. The boats captured by the Americans had one hundred and three men on board, forty-seven of whom were killed and twenty-six wounded. Three other boats were sunk with all the men on board of them. Numbers were also swept from the decks of the other vessels in the harbour. On shore, several Tripolitans were killed and wounded ; a number of guns in the batteries were dismounted and the town was considerably injured.

When the squadron was standing in for the attack, the bashaw affected to despise them. After having surveyed them from his palace, he said, " they will mark their distance for tacking ; they are a sort of Jews, who have no notion of fighting." The palace and terraces of the houses were crowded with spectators to behold the chastisement the bashaw's boats

would give the American vessels if they approached too near. Momentary, however, was this exultation. Scarcely had the battle commenced, when no one was to be seen, except at the batteries. Many of the inhabitants fled to the country : and the bashaw retreated to his bomb-proof room.

On the 5th of August the commodore prevailed on a French privateer, that had left Tripoli in the morning, to return with eleven wounded Tripolitans, whose wounds had been carefully dressed. The commodore also sent a letter to the bashaw's minister. The prisoners informed the prince, that the Americans in battle where fiercer than lions, but in the treatment of their prisoners, they were even more kind than the mussulmen. The bashaw at first misunderstood the motive of sending these men but when informed that it was done through motives of humanity, he professed to be pleased, and said that if he took any wounded Americans, he should in like manner, restore them : but he would not release any of the crew of the Philadelphia.

On the 7th the privateer returned with a letter from the French consul, signifying, that the bashaw would probably treat on more reasonable terms. Nothing, however, definitive or satisfactory was proposed. The terms intimated were considerably higher than the commodore felt willing, or thought himself authorized to accept. He therefore prepared for a second attack. The bomb-ketches, commanded by lieutenants Crane and Thorn, were to take a station in a small bay west of the town, where, without be-

ing much exposed, they might throw their shells with great effect. The gun-boats were to attack a seven gun battery. The brigs and schooners were to support them, in case the enemy's flotilla should venture out. At half-past two, the action commenced. In the course of two hours, six of the seven guns in the battery were silenced. During the action, forty eight shells and about five hundred round shot were thrown into the town and batteries. The Tripolitan galleys manœuvred to gain a position that might enable them to cut off the retreat of the American gun-boats; but the large vessels defeated their design. One of the American prize boats, taken in the first attack, was blown up by a red-hot shot from the battery passing through her magazine. She had on board twenty-eight men, ten of whom were killed, and six wounded: among the former were James Caldwell, first lieutenant of the Siren, and J. Dorset, midshipman. Mr. Spence, midshipman, and eleven men, were taken up unhurt. When the explosion took place, this young officer was superintending the loading of a gun; having discharged the piece, he with the survivers jumped into the sea. They were soon taken up by another boat.

At eight in the evening of the same day, the John Adams, Captain Chauncy, joined the Squadron. By him the Commodore was informed, that four frigates were on their passage; also, that by the appointment of a senior officer to one of the frigates, he would be superseded in his command. The government was highly satisfied with the conduct of the

commodore; but had not a sufficient number of captains juniors to the commodore to supply all the frigates with commanders; nor had information of his brilliant success as yet reached America.

The John Adams having been sent out as a transport, no assistance could, for the present, be received from her. All her guns were stowed by the kelson, and their carriages put away on board of the other frigates. As these last were all to sail four days after the John Adams, further operations were suspended in expectation of their arrival.

On the 9th, the commodore reconnoitred the harbor, in the brig Argus. Next day a flag of truce was seen flying on the shore. The commodore sent a boat, but which, however, was not permitted to land her men. They returned with a letter from the French Consul. By it the commodore was informed that the bashaw would accept five hundred dollars for the ransom of each prisoner, and put an end to the war without any annuity for peace. The sum demanded amounted to about one hundred and fifty thousand dollars. This the commodore rejected; but for the sake of the captives, and to prevent further effusion of blood, he offered eighty thousand dollars as ransom, and ten thousand dollars as presents. The bashaw, however, suspended the negotiations, and said he would wait the result of another attack.

On the night of the 23d, the bomb-ketches were sent under the protection of the gun-boats, to bombard the town. The bombardment commenced at

two A. M. and continued till day-break; but without much effect.

The weather being favorable on the 27th the commodore stood in for Tripoli, and anchored the Constitution two miles N. by E. from fort English. The light vessels kept under way. As a number of officers and seamen of the Constitution were employed in the boat, captain Chauncy, several of his officers, and about seventy seamen, volunteered their services on board her.

The gun-boats, accompanied by the Siren, Argus, Vixen, Nautilus, Enterprize, and the boats of the squadron, anchored at three in the morning within pistol shot of the enemy's lines. With springs on their cables, they commenced a brisk fire on the shipping, town, batteries, and castle. It was warmly returned from the enemy's batteries. The boats of the squadron remained with the gun-boats to assist in boarding the flotilla in case it should come out. The brigs and schooners kept under way, to harass the enemy, and to support the gun-boats. At daylight, the commodore, apprehensive that the ammunition of the gun-boats might be nearly expended, weighed anchor, and stood in under the direct fire of fort English, and of the castle, crown and mole batteries. He made signal for the gun-boats to retire from action. Having arrived at a good distance for firing at thirteen Tripolitan gun-boats, and galleys, engaged with the American boats, he discharged a broadside of round and grape shot at them. One of them was sunk; two were disabled; and the remain-

der put to flight. The commodore then continued running in until within musket shot of the batteries He hove to, fired three hundred round shot, besides grape and canister, into the bashaw's castle, town and batteries. The castle and two of the batteries were silenced. A little after six he hauled off. The gun-boats fired four hundred round shot, besides grape and cannister, apparently with much effect. The result of this attack was serious on shore. A thirty-six pound ball penetrated the castle, and entered the apartment of the prisoners. Considerable damage was done to the houses. Several lives were lost. A boat from the John Adams, with a master's mate and eight men on board, was sunk by a double headed shot, which killed three seamen and badly wounded another.

The French consul, immediately after the attack, renewed the negotiations for peace. They were, however, broken off, in consequence, he thought, of one of the vessels of the squadron approaching the harbour as a cartel. This the bashaw interpreted as a proof of discouragement on the part of the Americans.

On the 3d of September, the bomb-ketches being repaired, and also the damages sustained by the other vessels in the action of the 27th of August, the commodore resolved on another attack. The action commenced between three and four o'clock, and soon became general. As the American gun-boats bore down, the boats and galleys gave away, and retreated under cover of the musketry, on shore. The

brigs, schooners and gun-boats, pursued as far as the depth of the water would permit, and within musket shot of fort English. The action in this quarter was divided. The brigs and schooners, with one division of the gun-boats engaged the fort. The other division continued engaged with the Tripolitan boats and galleys.

The two bomb-ketches, while throwing their shells into the town were exposed to a direct fire from the bashaw's castle, from the crown, mole, and several other batteries. The commodore, perceiving their danger, ran his ship between them and the batteries, within musket shot. Seventy guns were brought to bear on him from the batteries. But he discharged eleven broadsides with so much effect, that he silenced the principal batteries, and injured the others, and also the town considerably. The wind veering to the northward, and it beginning to blow fresh, the commodore, at half past four P. M. gave signal to retire from the action under cover of the Constitution. Though the frigates and vessels were much damaged in this engagement, not a man was lost.

The bomb-vessel, commanded by lieutenant Robinson, had all her shrouds shot away, and was so much damaged in her hull, as to be with difficulty kept above water. The Argus received a thirty-two pound ball in her hull. It cut away a lower cable as it entered, which so completely destroyed its force, that it fell upon the deck without doing any injury.

Commodore Preble had for some time contemplated sending a fire-ship into the harbor, in order to destroy the flotilla, and injure the town. Captain Somers volunteered his services. He, with the assistance of lieutenants Wadsworth and Israel, fitting out the ketch Intrepid for the expedition. One hundred barrels of gunpowder and one hundred and fifty shells were placed in the hold. Fusees and combustibles were so applied as not to endanger a retreat.

On the evening of the 4th of September, captain Somers chose two fast-rowing boats, in order to bring off the people after the vessel should be set on fire. His own boat was manned by four men from the Nautilus and six from the Constitution, with lieutenant Wadsworth. At eight they parted from the squadron, and stood into the harbour. They were convoyed by the Argus, Vixen, and Nautilus, until arrived within a short distance from the batteries. On entering the inner harbour, and near the point of her destination, the fire ship was boarded and carried by two galleys of one hundred men each. At this moment she exploded with the most awful effect. Every battery was silenced. Not a gun was fired during the remainder of the night. There is every reason to suppose that captain Somers, on perceiving no means of escape left, and that he should inevitably be doomed to an ignominious captivity, heroically resolved to die, and with his own hands set fire to the train, when himself, his companions, and the enemy, met a common death.

After this, nothing material occurred until September 9th, when the long expected squadron, under commodore Barron, joined the one before Tripoli. Here ended the command of commodore Preble, so honourable to himself and his country. All joined in praising his distinguished merit. The Pope made a publick declaration, that, "the United States, though in their infancy, had, in this affair, done more to humble the antichristian barbarians on that coast, than all the European States had done for a long series of time." Sir Alexander Ball a distinguished commander in the British navy, addressed commodore Preble as follows:—"I beg to repeat my congratulations on the services you have rendered your country, and the hair-breadth escapes you have had in setting a distinguished example. Your bravery and enterprise are worthy a great and rising nation. If I were to offer my opinion, it should be, that you have done well not to purchase a peace with the enemy. A few brave men have indeed been sacrificed; but they could not have fallen in a better cause; and I even conceive it advisable to risk more lives rather than submit to terms which might encourage the Barbary states to add fresh demands and insults."

After the junction of the two squadrons, commodore Preble obtained leave to return home. This he did with the greater pleasure, as it would give the command of a frigate to captain Decatur. On his return to the United States, he was received and treated every where with that distinguished atten-

tion, which he had so fully merited. Congress voted him their thanks, and requested the President to present him with an emblematical medal.*

RENCOUNTER OF THE PRESIDENT AND LITTLE BELT.

Pursuant to instructions from the navy department, on the 10th of May, 1811, commodore Rodgers, commanding the frigate President, sailed from Annapolis for New York. On the 16th, about noon and within six leagues from land, a sail was discovered to the eastward, standing towards the President. The commodore perceived it to be a man of war; and supposed it to be the British frigate Guerriere, which frigate, it was also supposed, had, a few days before, impressed a boy from on board an American brig, near Sandy Hook. Commodore Rodgers, considering it his duty to know the names and character of all foreign vessels hovering on the coast resolved to speak to her. He also hoped, that, if she proved to be the Guerriere, he might prevail on her commander to relinquish the young man. At half past three, the commodore perceived his ship to be gaining upon the chase, but the wind decreasing, he did not come up with her till it was too dark to discover her actual force; nor could he discover to

* Clark's Naval History, vol. i. p. 148—163

what nation she belonged, as she declined showing her colours. At fifteen or twenty minutes past seven, the chase took in her studding sails, and soon after hauled up her courses. She then hauled by the wind on the starboard tack; and at the same time, hoisted an ensign or flag at her mizzen peak. It was however, too dark to discover what nation it represented. Her broadside was now for the first time presented to view. Though her appearance indicated a frigate, darkness prevented her actual force being ascertained.

At twenty minutes past eight, the President being a little forward of the weather beam of the chase, and distant between seventy and a hundred yards from her, the commodore hailed, "What ship is that?" To this no answer was given; but the question was repeated from on board the chase. After a short pause, the question was repeated by the commodore and immediately a shot was fired into the President Just as the commodore was about giving orders for a shot to be fired in return, one was actually fired from the second division of the President. This was returned from the other vessel, by three guns in quick succession, and, soon after, by the remainder of his broadside and musketry. The commodore then gave a general order to fire. The fire from the President having, in a few minutes, produced a partial silence of the guns of the other vessel, the commodore gave orders to cease firing, judging that she must be a ship of very inferiour force, or that some untoward accident had happened to her. This order commodore Rodg-

ers soon had reason to regret. The fire was renewed from the other vessel, and two of its thirty-two pound shot cut off one of the fore shrouds and injured the fore-mast of the President. He therefore immediately ordered a recommencement of the fire. It continued for a few minutes, when the commodore, perceiving his opponent's gaff and colours down, his main-top-sail yard upon the cap, and his fire silenced, again ordered the firing to cease, to prevent a further effusion of blood. After a short pause, perceiving his adversary was not disposed to renew the action, the commodore again hailed, and was informed that she was a British ship; but, from the wind blowing fresh, he was unable to learn her name.

Commodore Rodgers, having informed the British commander of the name of his ship, gave orders to wear; to run under the lee of the British ship; to haul by the wind on the starboard tack; to heave to under top-sails; and repair the little damage that had been sustained in the rigging.

The President continued lying to all night on different tacks, with lights displayed, that the British vessel might better discern her position, and command any assistance that she might require during the night. At day light she was discovered several miles to leeward. The commodore gave orders to bear up and run down to her under easy sail. After hailing her, he sent a boat on board, with lieutenant Creighton, to learn the name of the ship and her commander, with instructions to ascertain the damage she had sustained, and to state how much he regret-

ted, on his part, the necessity that led to so unhappy a result, and to offer every assistance in his power, in repairing the damages. Lieutenant Creighton, returned with information that the vessel was his Britannick majesty's ship Little Belt, captain Bingham, of eighteen guns; and that the captain declined accepting any assistance. The Little Belt had nine men killed and twenty-two wounded. No one was killed on board the President, and only a boy wounded.

Captain Bingham's account differs materially from the preceding statement. He denies having fired the first gun; asserts that the action lasted three quarters of an hour; and even intimates that he had gained the advantage in the contest. Commodore Rodgers's account, from which the one here given is taken, was confirmed by all his officers and crew, on their solemn oath, before a court of inquiry. The court also confirmed all the particulars of his statement, after a long and minute investigation.*

THE PRESIDENT AND BELVIDERE.

A FORMAL declaration of war against Great Britain was passed by Congress on the 18th of June, 1812, which was proclaimed by the President of the United States on the following day. On the

* Clark's Naval History, vol. i. p. 168.

21st, Commodore Rodgers, having received official information of the event, set sail from New York, accompanied by the frigates United States and Congress, and the brigs Hornet and Argus, in search of a British fleet of merchantmen, which had sailed from Jamaica the preceding month. The following night information was received of the convoy from an American brig, which had passed them four days before, and the squadron crowded all sail in pursuit.

The next morning, however, their course was altered by the appearance of the British frigate Belvidere, to which the commodore immediately gave chase. The pursuit continued from six in the morning, till past four in the afternoon, when the President, having got within gun-shot, commenced a fire with the bow chase guns at the spars and rigging of the Belvidere, in hopes of crippling her so as to enable them to get along side. The Belvidere returned the fire of the President with her stern guns, and the firing was kept up without intermission for about ten minutes, when one of the President's chase guns burst, by which unfortunate accident sixteen men were killed and wounded; among the wounded was commodore Rodgers, who had his leg fractured. By the bursting of the gun, and the explosion of the passing box, from which it was served with powder, both the main and forecastle decks were so much shattered as to prevent the use of a chase gun on that side for some time. Orders were therefore given to veer the ship, and a broadside was fired in the hope of disabling the spars of the enemy; but this

did not succeed. Considerable damage, however, was done to the rigging and the stern. The utmost exertion was now used on board the President, by wetting the sails, &c. to gain ground of her opponent; but without success. A constant firing was kept up from both ships, until about seven o'clock, when the Belvidere, having cut away her anchors, started a number of water casks, and thrown overboard her boats and every thing that could be spared, got out of the reach of the President's shot. The chase was continued till about midnight, when it was given up as hopeless. One of the first shots fired by the President killed one man and wounded six on board the Belvidere; and the captain was severely wounded in the thigh by the breaking of the breaching of a carronade. On board the President there were three killed and nineteen wounded, the greater part by the bursting of the gun as above related.

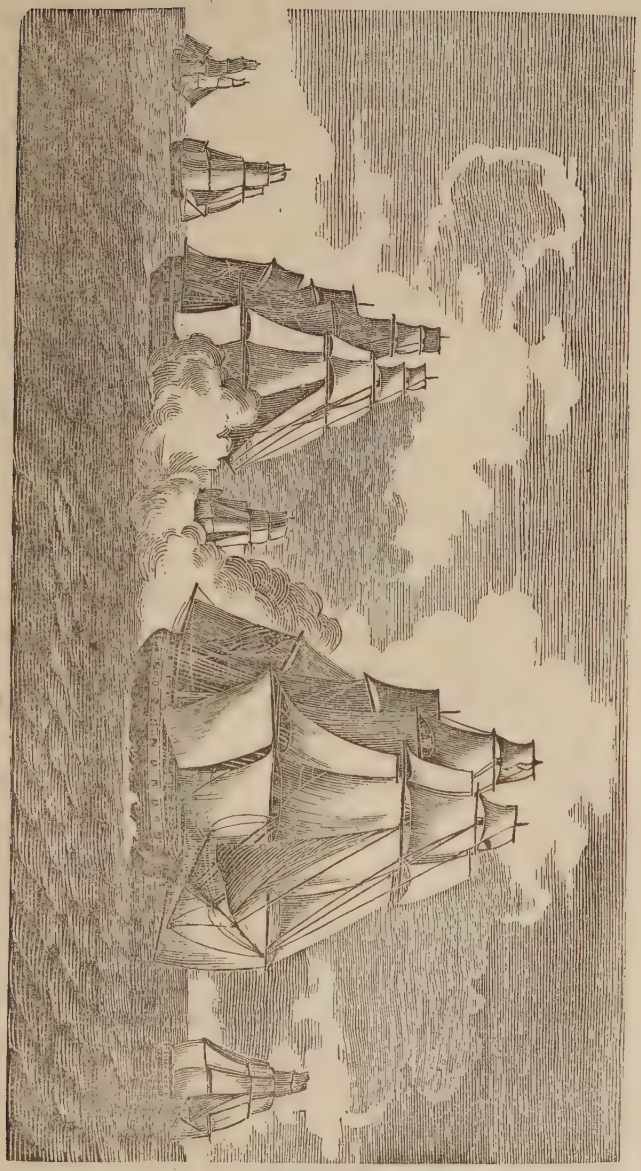
ESCAPE OF THE CONSTITUTION

The frigate Constitution, commanded by captain Isaac Hull, had received orders to join the squadron (under commodore Rodgers,) and, for that purpose, sailed from Annapolis on the 5th of July. On the 17th, off Egg Harbour, four ships, apparently men of war, were discovered from the mast-head to the

northward, and in shore of the Constitution; and, in the belief that it was the American squadron, waiting her arrival, all sail was made in chase of them. At four in the afternoon, another ship was seen to the northeast, standing for the Constitution, with all sail set. At ten in the evening, being then within six or eight miles of the strange sail, the private signal was made by the Constitution; which not being answered, it was concluded that she, and the ships in shore, were enemy's vessels. Captain Hull immediately laid his vessel in the same course with the others, having determined to lie off till daylight to see what they were.

Next morning, two frigates were seen from the Constitution, under her lee, one frigate four or five miles, and a line of battle ship, a frigate, a brig and a schooner, ten or twelve miles directly astern, all in chase, and coming up fast, they having a fine breeze, and it being nearly calm where the Constitution was. Finding there was but little chance for escape, being then within five miles of three heavy frigates, the Constitution was cleared for action, and two guns were run out at the cabin windows and two at the ports on the quarterdeck. At eight o'clock, four of the ships were nearly within gunshot, some of them having six or eight boats ahead, towing with all their oars and sweeps out.

In this perilous situation a new expedient was adopted, which was the means of saving the vessel. Being in only twenty-four fathoms water, boats were sent out ahead with anchors, and the ship



ESCAPE OF THE CONSTITUTION FROM A BRITISH SQUADRON.

warped up to them, by which they soon began to get ahead of the enemy. They, however, adopted the same plan, and all the boats from the most distant ships were sent to assist those which were nearest. For two days and nights the Constitution was thus chased by the British squadron, sometimes with light winds, at others, warping and towing in a calm, seldom much beyond gun-shot distance. On the morning of the 20th, only three of the squadron could be seen from the mast-head, the nearest about twelve miles distant, directly astern. A light breeze now springing up, the enemy was soon left far behind, and the Constitution, not being able to find the American squadron, arrived safe at Boston.

During the whole of the chase the gallant crew of the Constitution remained at their stations. It is related on good authority, that the officers of the British ships expressed their admiration of the skill with which Captain Hull manœuvred his ship and effected his escape.

But however brilliantly the nautical knowledge and professional adroitness of captain Hull were displayed on that occasion, his generous disinterestedness afterwards, is worthy of universal applause and imitation. The publick notice taken of the affair, and the praises bestowed on the commander, induced him, on his arrival at Boston, to insert the following card on the books of the Exchange Coffee House.

"Captain Hull, finding that his friends in Boston are correctly informed of his situation, when chased by the British squadron off New York, and that they

are good enough to give him more credit for having escaped it than he ought to claim, takes this opportunity of requesting them to transfer their good wishes to lieutenant Morris and the other brave officers, and the crew under his command, for their very great exertions and prompt attention to his orders while the enemy were in chase. Captain Hull has great pleasure in saying, that notwithstanding the length of the chase, and the officers and crew being deprived of sleep, and allowed but little refreshment during the time, not a murmur was heard to escape them."

CAPTURE OF THE GUERRIERE.

On the second day of August, the Constitution again set sail, pursuing an easterly course. She passed near the coast as far down as the Bay of Fundy; then ran off Halifax and Cape Sable; and not seeing any vessels for some days, captain Hull steered toward Newfoundland, passed the Isle of Sables, and took a station off the Gulf of St. Lawrence, to intercept the Canada trade. While cruising here, he captured two merchant vessels. On the 15th, he chased a convoy of five sail, captured one of them, and prevented the prize ship of an American privateer from being retaken. Having received information that the British squadron were off the Grand

Bank, and not far distant, he changed his cruising ground, and stood to the southward.

On the memorable 19th of August, at two P. M the Constitution being in latitude, forty-one degrees and forty-two minutes north, and fifty-five degrees and thirty-three minutes west longitude, a vessel was discovered to the southward. The Constitution instantly made all sail in chase, and soon gained on her. At three P. M. it could plainly be perceived she was a ship, on the starboard tack, under easy sail, close hauled to the wind. At half past three, she was ascertained to be a frigate. The Constitution continued the chase. At about three miles distance, captain Hull ordered the light sails to be taken in, the courses to be hauled up, and the ship to be cleared for action. The chase now backed her main-top-sail, and waited for the Constitution to come down. As soon as the Constitution was ready for action, she bore down, intending to bring immediately to close action the British frigate, which had about this time hoisted three English ensigns in token of defiance. As soon as the Constitution came within gun-shot, the British frigate fired her broadside; then filled away, wore, and gave a broadside on the other tack. They however, produced no effect, her shot fell short. The British frigate manœuvred and wore several times for about three quarters of an hour, in order to obtain a raking position. But not succeeding in this, she bore up under her top-sails and jib with the wind on the quarter. Captain Hull immediately made sail to bring his ship up with her.

CONSTITUTION AND GUERRIERE.

At five minutes before six, P. M. the Constitution being along side, within pistol-shot, he ordered a brisk firing to be commenced from all her guns, which were double-shotted with round and grape shot; and so well directed and so warmly kept up was the American fire, that, in fifteen minutes, the mizzen-mast of the British frigate went by the board, and her main-yard in her slings. Her hull was much injured; and her rigging and sails torn to pieces. The fire was kept up, in the same spirited manner, for fifteen minutes longer, by the Constitution. She had now taken a position for raking, on the bows of the British frigate; when the latter could only bring her bow guns to bear on the Constitution. The grape-shot and small arms of the Constitution completely swept the decks of the British frigate. Thirty minutes after the commencement of the action by the Constitution, the mainmast and foremast of the British frigate went by the board, taking with them every spar except the bowsprit. She then struck her colours, which had been fastened to the stump of the mizzen-mast. The Constitution then set fore and main-sails, and hauled to the eastward to repair damages. All her braces, a great part of her standing and running rigging, and some of her spars, were shot away. At seven, P. M. she stood under the lee of the prize, and sent a boat on board, which returned at eight with captain Dacres, commander of the frigate. She was the Guerriere, rating thirty-eight, and mounting forty-nine guns. The hull of the Guerriere was so much shattered, that a few more broadsides would

have sunk her. She had fifteen men killed, sixty-one wounded, and twenty-four missing, who, it is presumed, were swept overboard by the falling masts. The Constitution had only seven killed, and seven wounded.

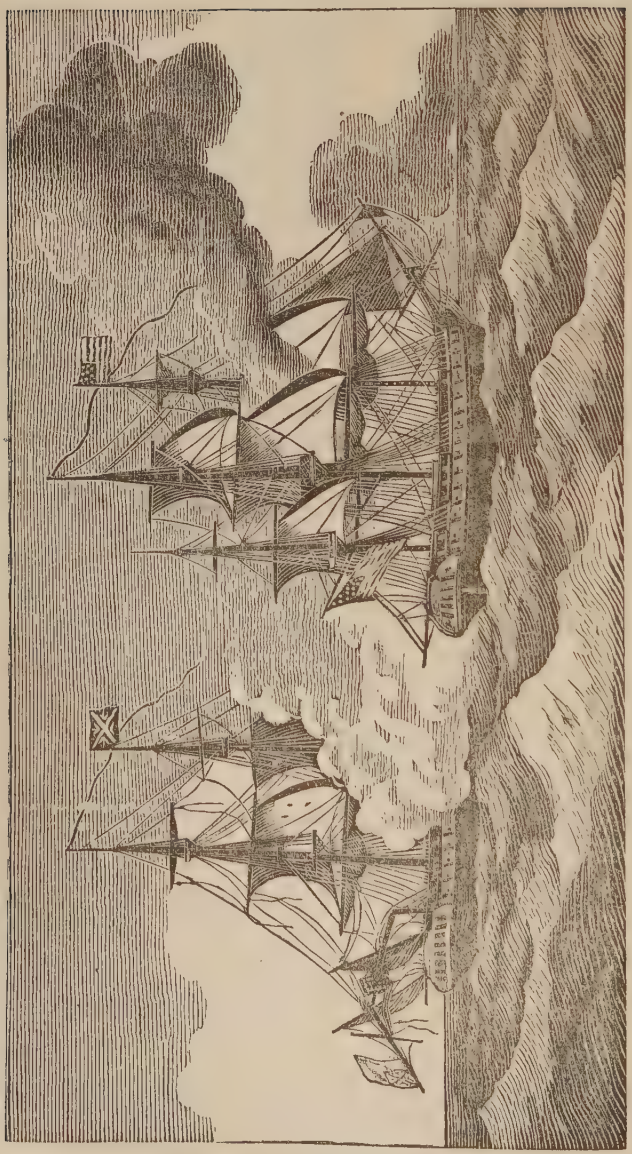
The boats were immediately employed in bringing the wounded and prisoners on board the Constitution. About two, A. M. a sail was discovered off the larboard beam standing to the south. The ship was instantly cleared for action. At three, the vessel stood away. At day-break, information was received from the lieutenant on board the prize, that the ship was in a sinking condition, and had four feet water in the hold. As soon as all her crew were removed from on board of her, she was set on fire, and blew up a quarter past three.

Captain Hull, in his letter to the secretary of the navy, says:—"that, from the smallest boy in the ship, to the oldest seaman, not a look of fear was seen. They all went into action giving three cheers, and requesting to be laid along-side the enemy."*

In the heat of the engagement, one of the crew of the Constitution, perceiving the flag at the fore-top-mast head had been shot away, went up with it, and lashed it so securely, as to render it impossible to shoot it away, unless the mast went with it.

The generosity of captain Hull and his crew was equal to their bravery. Captain Dacres, in his official letter, confesses their conduct to have been "that of a brave enemy; the greatest care being taken to pre-

* Clark's Naval History, vol. i. p. 175—176.



CONSTITUTION AND GUERRIERE IN CLOSE ENGAGEMENT.

vent the men losing the slightest article, and the greatest attention being paid to the wounded."

The Constitution arrived in Boston harbour the 30th day of August. When captain Hull landed, he was received with every demonstration of affection and respect. The Washington Artillery, posted on the wharf, welcomed him with a federal salute, which was returned from the Constitution. An immense assemblage of citizens made the air ring with loud and unanimous huzzas, which were repeated on his passage up State Street to the Exchange Coffee House. The street was beautifully decorated with American flags.

A splendid entertainment was given to captain Hull and his officers by the citizens of Boston, at which commodore Rodgers and the officers of his squadron were invited. The citizens of Philadelphia subscribed for two elegant pieces of plate—one to be presented to captain Hull, and the other to Mr. Charles Morris, his first lieutenant. The legislature of New York, the council of the cities of Albany and Savannah, the Congress of the United States, the House of Representatives of Massachusetts, and other public bodies, voted their thanks to captain Hull, his officers and crew. The order of Cincinnati admitted him as an honourary member. Congress voted fifty thousand dollars as an indemnification to the captain, officers, and crew, for the loss sustained by the destruction of the Guerriere.

CAPT PORTER.—FIRST CRUISE OF THE ESSEX.

The Essex, commanded by captain David Porter, sailed from New York the third of July, 1812, and shortly after fell in with a fleet of transports, under convoy of a frigate and two bomb-ketches, from Jamaica for Halifax, with troops. The Essex kept at a distance until night, when she cut off a brig with one hundred and fifty soldiers on board, which was ransomed for a bill of exchange on London for fourteen thousand dollars. The men were disarmed, and an exchange receipt taken for them, and they severally took an oath not to serve until exchanged.

The following day captain Porter captured the brig Lamprey from Jamaica, by which he received intelligence that the Thetis frigate, with specie and a large convoy was about sailing for England. Every exertion was made to get off St. Augustine in time to fall in with them, but without effect, as fresh gales prevailed from the southwest, which increased till the 19th of July, when, by the violence of the tempest, they were compelled to run before the wind.

On the thirteenth of August, the British sloop of war Alert, of twenty guns, ran down on the weather quarter of the Essex. Her crew gave three cheers, and immediately commenced an engagement. But so spirited and well directed a fire was kept up from the Essex, that in eight minutes after the commencement of the action, she forced the Alert to strike

ESSEX AND ALERT.

her colours. She had seven feet water in her hold She was much cut to pieces, and had three men wounded. The Essex did not receive the slightest injury.

Captain Porter, being much embarrassed by the number of his prisoners, amounting to about five hundred, concluded an arrangement with the captain of the Alert for sending them to a British port, in the Alert, as a cartel.

The Alert, on her return to the United States, was fitted out as a government vessel.

On the 30th of August, the Essex being in latitude 36 N. longitude 62 W. a British frigate was discovered standing towards her, under a press of sail. Captain Porter stood for her under easy sail, with his ship prepared for action; and apprehensive that she might not find the Essex during the night, he hoisted a light. At nine the British vessel made a signal. It consisted of two flashes and a blue light. She was then apparently about four miles distant. Captain Porter stood for the point where she was seen, until midnight, when perceiving nothing of her he concluded it would be best to heave-to for her, until morning, concluding she had done the same. But to his great surprise, and the mortification of his officers and crew, she was no longer in sight. Captain Porter, believed it to be not unlikely, that this vessel, was the Acasta, of fifty guns, sent out, accompanied by the Ring Dove, of twenty-two, to cruise for the Essex.

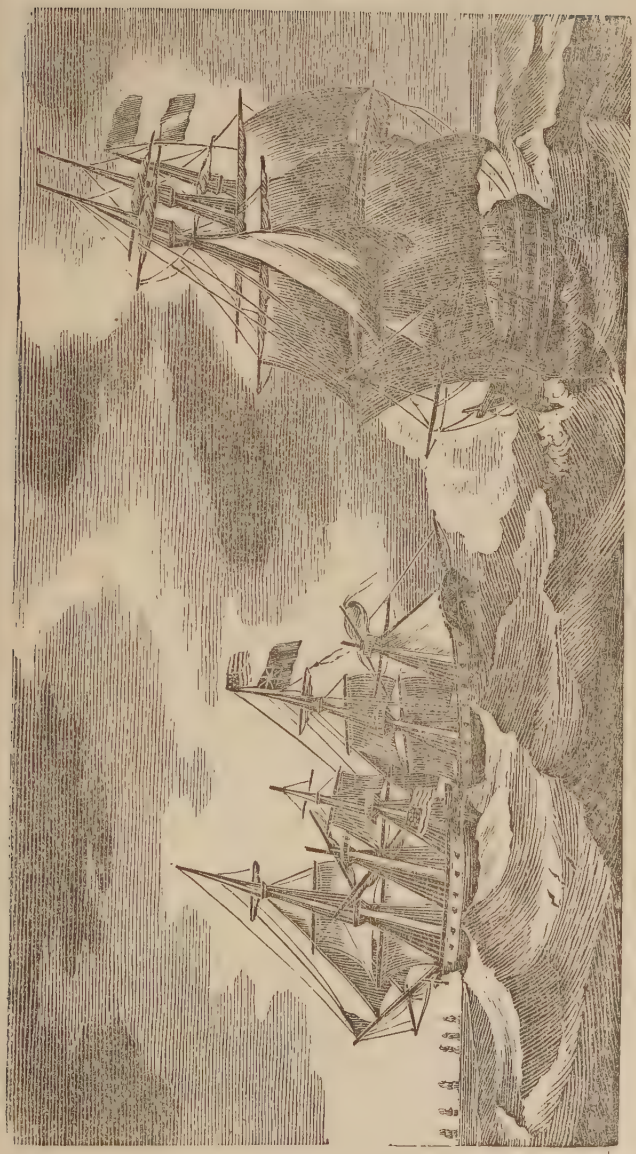
On the 4th of September, the Essex being off the tail of St. George's Bank, two ships of war were discovered to the southward, and a brig to the northward. The brig was in chase of an American merchant ship. Captain Porter immediately chased the brig, which attempted to pass, and join the rest of the squadron. This he prevented, and compelled her to stand to the northward. He continued in chase of her, until abreast of the American ship, when the wind becoming light, she escaped by means of her sweeps. On shewing American colours, several signal guns were fired by the ships to the southward. All sail was made by them in chase. At four P. M. they had gained the wake of the Essex, and were coming up with her very fast. Calculating on making his escape by some manœuvre during the night, he fired a gun to windward. The two ships still continued to gain on the Essex. The largest was considerably to windward of the other, and about five miles astern of the Essex. Captain Porter determined to heave about as soon as it grew dark, and, in case he should not be able to pass her, he determined to fire a broadside into her, and lay her on board. The crew, as soon as the plan was proposed to them, gave three cheers, and were in high spirits. Twenty minutes after seven, the Essex hove about, and stood S. E. by S. until thirty minutes after eight, when she bore away S. W. without seeing any thing more of them. This was the more surprising, as a pistol was fired on board the Essex when nearest to them.

The Essex arrived safe in the Delaware a few days after.

WASP AND FROLIC.

Of all the victories achieved by single vessels, perhaps the most brilliant, and which will probably long stand on record without a parallel, is that of the Wasp, commanded by captain Jacob Jones, over the sloop of war Frolic.

On the 13th of October, captain Jones left the Delaware bay in the Wasp, on a cruise. On the 16th, she experienced a heavy gale, in which she lost her jib-boom and two men. On the evening of the next day, about eleven o'clock, being in the track of vessels passing from Bermuda to Halifax, she found herself near five strange sail, steering eastward. Some of them appearing to be ships of war, it was thought better to get farther from them. The Wasp, therefore, hauled her wind, and having reached a few miles to windward, so as to escape or fight, as occasion might require, followed the strange sail through the night. At daybreak, on Sunday morning, captain Jones found that they were six large merchant ships under convoy of a sloop of war, from Honduras to England. Four of the ships were large and well manned, mounting from sixteen to eighteen guns, and having from forty to



WASP AND FROLIC

fifty men each. Captain Jones, however, determined to attack them. The convoy made their escape under a press of sail. The sloop of war alone remained, which proved to be the Frolic, captain Whinyates, mounting twenty-two guns, and having a crew of about one hundred and twenty men. There was a heavy swell in the sea, and the weather was boisterous. The top-gallant yards of the Wasp were taken down, her top-sails were close reefed, and she was prepared for action.

About eleven o'clock the Frolic showed Spanish colours. The Wasp immediately displayed the American ensign and pendant; and at thirty-two minutes past eleven, came down to windward on the larboard side of the Frolic. When within about sixty yards she hailed. The Frolic then hauled down her Spanish colours; hoisted the British ensign; and opened a fire of cannon and musketry. This was instantly returned by the Wasp; and, nearing the enemy, the action became close and spirited. About four or five minutes after the commencement of the action, the main-top-mast of the Wasp was shot away, and, having fallen, with the main-top-sail yard, across the larboard, fore, and fore-top-sail braces, rendered her head yards unmanageable during the remainder of the engagement. In two or three minutes more, her gaff and mizzen-top-gallant-sail were shot away. She however kept up a close and constant fire. The sea was so rough, that the muzzles of the Wasp's guns were frequently under water. The Americans fired as the side of

their ship was going down. Their shot of course, either struck the Frolic's deck, or below it. The English fired as their vessel rose. Their balls consequently only struck the rigging, or were ineffectual. The Wasp, having now shot ahead of the Frolic, poured a broadside into her, which completely raked her. She then took a position on the Frolic's larboard bow. A most spirited fire was now kept up from the Wasp, which produced great effect. The fire of the Frolic had slackened so much, that captain Jones gave up his intention of boarding her, lest both vessels might be endangered by the roughness of the sea. But, in the course of a few minutes more, not a brace of the Wasp was left. All had been shot away. Her rigging was so much torn to pieces, that captain Jones was afraid, that her masts, being unsupported, would go by the board; and the Frolic thereby be enabled to escape. He therefore resolved to board, and at once decide the contest. With this intention, he wore ship, and ran down upon the enemy. The vessels struck each other. The Wasp's side rubbed along the Frolic's bow. The jib-boom of the latter entered between the main and mizzen rigging of the Wasp, directly over the heads of captain Jones and his first lieutenant, Biddle, who were then standing together near the capstan. The Frolic now lay in so good a position for being raked, that it was resolved not to board until another broadside had been poured into her. So near were the two vessels, that while the men were loading the guns, the rammers of the

Wasp were pushed against the Frolic's sides; and two of her guns went through the bow ports of the Frolic, and swept the whole length of her deck. About this time, Jack Lang, a brave and intrepid seaman, of the Wasp, and who had once been impressed on board a man of war, jumped on a gun with his cutlass, and was springing on board the Frolic; when Captain Jones, desiring to fire again before boarding, called him down. But, probably urged on by his impetuosity, he did not hear the command of his captain, and was immediately on the bowsprit of the Frolic. Lieutenant Biddle, perceiving the ardour and enthusiasm of the Wasp's crew, mounted on the hammock-cloth, to board. The crew immediately followed. But the lieutenant's feet being entangled in the rigging of the Frolic's bowsprit, and midshipman Baker, in his ardour to board, laying hold of his coat, he fell back on the Wasp's deck. He directly sprang up, and, as the next swell of the sea brought the Frolic nearer, he got on her bowsprit, where Lang and another seaman were already. He passed them on the forecastle; and was much surprised at not seeing a single man alive on the Frolic's deck, except the seaman at the wheel, and three officers. The deck was slippery with blood, and strewed with dead bodies. As he went forward, the captain of the Frolic, and two other officers, who were standing on the quarter-deck, threw down their swords, and made an inclination of their bodies, as a sign of submission. The colours of the Frolic were still flying. None of her

seaman, probably, dared to go into the rigging, to strike them, for fear of the musketry of the Wasp. Lieutenant Biddle himself immediately jumped into the rigging, and hauled down the British ensign. Possession was taken of the Frolic forty-three minutes after the commencement of the action. She presented a most shocking spectacle. Her birth-deck was crowded with dead, wounded, and dying. Not above twenty of her crew escaped unhurt. Captain Jones immediately sent his surgeon's mate on board. All the blankets of the Frolic were brought from her slop-room for the accommodation of the wounded. To increase the confusion, both the Frolic's masts fell, soon after taking possession of her, and covered the dead and every thing on deck.

In this action, the crews of the vessels were about equal. The British vessel mounted four guns more than the American. The destruction on board of the Frolic could not be exactly determined; but, from the observations of the American officers, and the declarations of the English, there could not have been less than thirty killed, and about fifty wounded. The Wasp had only five men killed, and five wounded.

Lieutenant Biddle was placed on board the Frolic. A suspicious sail being perceived to windward, Captain Jones ordered him to proceed to Charleston, or any other southern port in the United States. The Wasp intended to continue her cruise. The ships then parted. The suspicious sail bore down very fast. It was at first supposed she was one of

the convoy. The Wasp was immediately cleared for action. As she approached, she proved to be a seventy-four, the Poictiers, captain Beresford. She fired a shot over the Frolic ; and, having passed her overtook the Wasp, the disabled state of whose rigging prevented her from escaping. After she was taken possession of, the Poictiers returned to secure the Frolic. Both vessels were carried into Bermuda.

This action completely demonstrated the superior skill and spirit of the American naval officers and seamen. The superiority of force certainly was on the side of the British.

On the return of captain Jones to the United States, his gallant conduct was not passed unnoticed by his grateful countrymen. The Congress of the United States voted him and his crew twenty-five thousand dollars, in consideration of the loss they sustained by the recapture of the Frolic, also their thanks. They ordered a gold medal to be presented to the captain, and a silver one to each of his officers.

This gallant exploit deservedly secured to captain Jones and his brave crew, the acknowledgments of their grateful countrymen. The narrow limits of our work, forbid our entering into detail. We shall therefore merely state that pieces of plate, and swords were ordered for captain Jones, and thanks voted to him and his crew, by the legislature of Pennsylvania—the legislature of the state of Delaware—the legislature of New York—the house of repre-

sentatives of Massachusetts—the citizens of Philadelphia,—the common council of New York, &c.

The order of Cincinnati at New York admitted captain Jones into the Society as an honourary member.

Captain Jones, in consideration of his merit, was appointed to command the Macedonian, a thirty-eight gun frigate, just captured from the British.

Lieutenant Biddle was promoted to the rank of master commandant.*

SECOND CRUISE OF COMMODORE RODGERS.

On the 8th of October, commodore Rodgers sailed again from Boston, in the frigate President, accompanied by the United States, Congress, and Argus. On the 13th, the United States and Argus parted from the others in a gale of wind. On the 15th, the President and Congress captured the British packet Swallow, having on board specie amounting to nearly two hundred thousand dollars. On the 31st they captured a South Sea ship, loaded with oil, one of two ships under convoy of the Galatea frigate, to which they gave chase, but lost her in a fog. During the remainder of the cruise, they saw no other British Vessel except the frigate Nymph, which

*Clark's Naval History, vol. i. p. 183—186.

escaped in the night. On the 31st of December they arrived at Boston, having been as far to the east as longitude 22, and to the south as far as latitude 17 north. From longitude 22, they ran down the trade wind to longitude 50, and passed to the north, one hundred and fifty miles from Bermuda. In this cruise, the space passed over was not less than eight thousand miles; and though the President and Congress returned richly laden, their commanders could not but regret that no opportunity was afforded to try the spirit and discipline of their officers and crews. The cash taken from the Swallow was carried from the navy yard to one of the banks, in several waggons, escorted by the crews of the frigates and a detachment of marines, with drums beating and colours flying, amidst the huzzas of a large concourse of spectators. The specie and gold dust deposited in the bank were said to be worth nearly three hundred thousand dollars.

THE ARGUS.

After parting from the squadron, as above noted, the Argus, commanded by captain Sinclair, proceeded to the coast of Brazil, sailed along the north coast, from cape St. Roque to Surinam, thence to the windward of the West Indies, and in every di-

rection between the Bermudas, Halifax, and the continent. After a cruise of ninety-six days, she arrived at New York, having made five prizes, valued at two hundred thousand dollars. She fell in with a British squadron of six sail, two of which were of the line, and one of them a remarkably fast sailer. The chase was continued for three days and nights, and under various circumstances, but, by unremitted exertions, the Argus eluded the pursuit. Pressed on all sides by the number of the enemy, and often baffled by the unsettled state of the weather, she was at one time within gunshot of a seventy-four, and at another nearly surrounded. While in this perilous situation, she actually captured and manned one of her prizes.

UNITED STATES AND MACEDONIAN.

On the 25th of October, after being separated from the squadron, the United States, commanded by commodore Decatur, fell in with and captured, off the Western Isles, after an action of an hour and a half, the British frigate Macedonian, captain Carden, mounting forty-nine guns, and carrying three hundred and six men. The Macedonian being to windward, had the advantage of choosing her distance, which was so great, that for the first half hour, the United

States could not use her carronades ; and at no time were they within musket or grape shot. To this circumstance, and a heavy swell of the sea, was ascribed the extreme length of the action. In this contest the superiority of the American gunnery was strikingly obvious. The Macedonian had one hundred and six men killed and wounded. She was totally dismasted, and had nearly one hundred shot holes in her hull. On board the United States there were only five killed and seven wounded ; and so little injury was done to the ship, that, in five minutes after the action, she was fully prepared for another. Shortly after the action commenced, such a torrent of fire proceeded from the United States, that the crew of the Macedonian supposed she was actually on fire, and gave three cheers.

The Macedonian was a frigate of the largest class, only two years old, four months out of dock, and reputed one of the fastest sailers in the British service.

All the private property of the officers and crew of the Macedonian was given up to them ; that claimed by captain Carden, amounted to eight hundred dollars, and was paid for by the commodore.

An instance of the generosity, which is so predominant in the breasts of American tars, must not be omitted. John Archibald, one of the crew of the United States, received a mortal wound, of which he soon after died. He left three children to the mercy of the world and a profligate mother, who had deserted them. When the father of Archibald went on board the frigate, to claim the wages and proper-

UNITED STATES AND MACEDONIAN

ty of his son, an inquiry was made into the circumstances of his family. A plan was immediately agreed upon by the seamen for the relief of the orphans. Two dollars was subscribed by each of them; a sum of eight hundred dollars was made up, and placed in the hands of suitable trustees, for the maintenance and education of his children.

Commodore Decatur arrived at New London with his prize on the 4th of December. He received from all quarters the congratulations of his countrymen. A gold medal was presented to him by Congress, in testimony of their high sense of his gallantry, good conduct and services. The legislature of Pensylvania voted him their thanks, and an elegant sword; and various other testimonials of public regard were bestowed upon him and his crew.

The news of this brilliant victory was received at Washington on the evening of the 8th of December. It happened, that on that evening, a ball was given in compliment to the officers and navy generally, and particularly to captain Stewart, in acknowledgment of his politeness to the citizens of Washington on a recent occasion. A large and respectable company was assembled, and the scene was graced by the presence of all the beauty and fashion of the city. The room in which the company were assembled had been decorated with the trophies of naval victory. The colours of the Guerriere and Alert, displayed on the walls, roused the feeling of patriotism, and revived in the mind the recollection of the bravery which had won them. At this time lieuten

ant Hamilton arrived with the colours of the Macedonian, and despatches from commodore Decatur. He was received with loud acclamations, and escorted to the festive hall; and the colours of the Macedonian were borne into the room by captains Hull and Stewart, and deposited with those of the Guerriere and Alert.

CONSTITUTION AND JAVA.

On the arrival of the Constitution in Boston, after the capture of the Guerriere, captain Hull received permission to remain on shore to attend to his private affairs, and commodore Bainbridge was appointed to command in his room. After undergoing the necessary repairs, she sailed on a cruise along the coast of South America, accompanied by the Hornet sloop of war, commanded by captain Lawrence. In running down the coast of the Brazils, they found the Bonne Citoyenne, a British ship of war, loaded with specie lying in the port of St. Salvador. Commodore Bainbridge here separated from captain Lawrence, leaving him to blockade the Bonne Citoyenne.

On the twenty-ninth of December, the Constitution, being in 13 degrees south latitude, and 38 west longitude, about ten leagues from the coast of Brazil, at nine A. M. two strange vessels were discovered on her weather bow. At ten they were discovered to

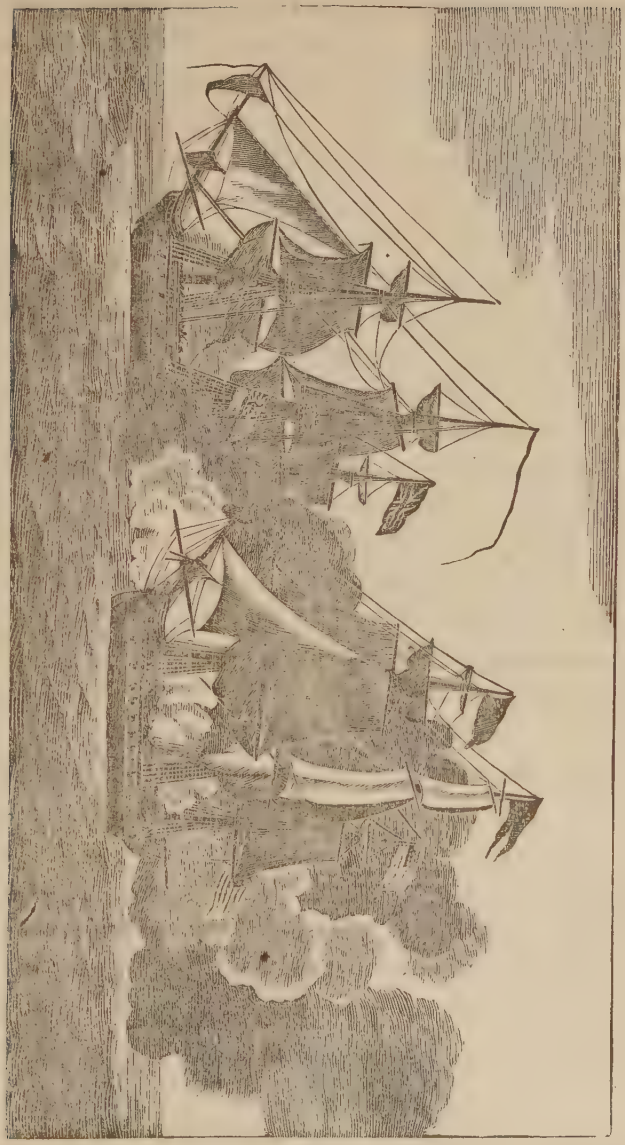
be ships. One of them stood in for the land; the other stood off shore towards the Constitution. At ten, commodore Bainbridge tacked ship to the northward and westward, and stood for the sail approaching him. At eleven A. M. he tacked to the southward and eastward, hauled up the mainsail, and took in the royals. At thirty minutes past eleven, made a private signal for the day, which was not answered; and then set mainsail and royals, to draw the strange vessel off from the neutral coast, and separate her from her company.

At twelve, the American ensign and pendant were hoisted on board the Constitution. At fifteen minutes past twelve, the strange vessel hoisted an English ensign, and displayed a signal at her mainmast.

At a quarter past one, the ship in sight proving to be an English frigate, and being sufficiently distant from land, commodore Bainbridge ordered the mainsails and royals to be taken in, to tack ship and stand for the enemy; who soon bore down with an intention of raking the Constitution, which she avoided by wearing. At two o'clock, P. M. the British ship was within half a mile of the Constitution, and to windward. She now hauled down her colours, except ar union jack at the mizzen-mast head. This induced commodore Bainbridge to order a gun to be fired ahead of her, to make her show her colours. It was succeeded by the whole of the Constitution's broadside. On this, the enemy immediately hoisted colours, and returned the fire. A general action now commenced with round and grape shot. The British

frigate kept at a much greater distance than the commodore wished. He, however, could not bring her to closer action, without exposing his vessel to be several times raked. Both vessels for some time manœuvred to obtain a position that would enable them to rake, or avoid being raked. In the early part of the engagement the wheel of the Constitution was shot away. Commodore Bainbridge determined to close with the British vessel, notwithstanding, in so doing, he should expose his ship to be several times raked. He ordered the fore and mainsails to be set, and luffed up close to the enemy, in such a manner that his jib-boom got foul of the Constitution's mizzen rigging. About three o'clock, the head of the British vessel's bowsprit and jib-boom, were shot away; and, in the space of an hour, her foremast was shot away by the board, her main-top-mast just above the cap, her gaff and spanker-boom, and her mainmast nearly by the board.

About four o'clock, the fire of the British vessel being completely silenced, and her colours in the main rigging being down, she was supposed to have struck. The courses of the Constitution were now hauled on board, to shoot ahead, in order to repair her rigging, which was very much cut. The British vessel was left a complete wreck. Her flag was soon after discovered to be still flying. The Constitution, however, hove to, to repair some of her damages. About a quarter of an hour after, the mainmast of the British vessel went by the board. About three quarters of an hour after four,



CONSTITUTION AND JAVA.

the Constitution wore, and stood for the British vessel; and got close to her athwart her bows, in a very effectual position for raking, when she prudently struck her flag. Had she suffered the broadside to have raked her, her additional loss would have been extremely great; for she lay quite an unmanageable wreck upon the water.

After the British frigate struck, the Constitution wore and reefed topsails. One of the only two remaining boats out of eight, was then hoisted out, and lieutenant Parker, of the Constitution, was sent to take possession of the frigate. She proved to be his Britannick majesty's frigate Java, rating thirty-eight, but carrying forty-nine guns. She was manned by upwards of four hundred men; and was commanded by captain Lambert, a very distinguished naval officer. He was mortally wounded. The action continued, from the time the firing commenced till the time it ceased, one hour and fifty-five minutes.

The Constitution had nine men killed, and twenty-five wounded. The Java had sixty killed, and one hundred and one (certainly) wounded—but by a letter written on board the Constitution, by one of the officers of the Java, and accidentally found, it is evident her loss must have been much greater. He states it to have been sixty killed, and one hundred and seventy wounded.

The Java had her own full complement of men, and upwards of one hundred supernumeraries, for British ships in the East Indies. Her force in num-

ber of men, at the commencement of the action, was probably much greater than the officers of the Constitution were enabled to ascertain. Her officers were extremely cautious in discovering the number of her crew. By her quarter bill she had one man more, stationed at each gun, than the Constitution The Java was an important ship. She was fitted out in the most complete manner, to carry lieutenant general Hislop and staff to Bombay, of which place he had been appointed governour, and several naval officers for different vessels in the East Indies. She had despatches for St. Helena, the Cape of Good Hope, and for every British establishment in the Indian and Chinese seas. She had copper on board for a seventy-four, and for two brigs, building at Bombay; and probably a number of other valuable articles.

The great distance from the United States, and the disabled state of the Java, forbade every idea of attempting to bring her to the United States. No alternative was therefore left, but to burn her, which was done, after the prisoners and their baggage were removed to the Constitution. They were all landed at St. Salvador, and paroled. The commander of the Java, captain Lambert, died soon after he was put on shore. The British officers paroled were a lieutenant-general, a major, and a captain, of land service; in the naval service, a post captain, a master and commander, five lieutenants, three lieutenants of marines, a surgeon, two assistant surgeons, a purser, fifteen midshipmen, a gunner, a boatswain, a

master, a carpenter, and two captain's clerks; likewise, three hundred and twenty three petty officers, seamen, and marines—making all together three hundred and fifty-one men; besides nine Portuguese seamen, liberated, and eight passengers, private characters, who were permitted to land with out restraint.

Lieutenant Aylwin, of the Constitution, was severely wounded during the action. When the boarders were called to repel boarders, he mounted the quarter-deck hammock cloths, and, in the act of firing his pistol at the enemy, he received a ball through his shoulder. Notwithstanding the severity of his wound, he continued at his post until the enemy struck. A few days afterwards, when an engagement was expected with a ship, which afterwards proved to be the Hornet, he left his bed, and repaired to quarters, though labouring under a considerable debility, and under the most excruciating pain. He died on the 28th of January, at sea.

Commodore Bainbridge was received by his countrymen on his return to the United States, with every demonstration of joy and esteem that his gallant exploit merited.

The Congress of the United States voted fifty-thousand dollars, and their thanks, to commodore Bainbridge, his officers and crew. They likewise ordered a gold medal to be presented to commodore Bainbridge, and silver ones to each of his officers, in token of their esteem.

The legislatures of Massachusetts and New York, &c. voted their thanks to commodore Bainbridge, his officers, and crew.*

HORNET AND PEACOCK.

The Hornet, of eighteen guns, commanded by captain Lawrence, as stated in the preceding article, sailed in company with the Constitution. Such was the eagerness of captain Lawrence to engage the Bonne Citoyenne, though a much larger vessel, and having a greater force, both in guns and men, that he sent, through the American consul at St. Salvador, a challenge to her commander, captain Green, pledging his honour, that neither the Constitution, nor any other American vessels should interfere. This pledge was confirmed by commodore Bainbridge, who to show his sincerity, left the Hornet before St. Salvador, and sailed on another cruise. The commander of the Bonne Citoyenne, however did not see fit to accept of the challenge, but suffered himself to be blockaded by the Hornet. Captain Lawrence continued for fourteen days off the harbour of St. Salvador, blockading the Bonne Citoyenne. Two other English vessels were likewise in the same port, namely, the Fox, of twelve guns, and an armed schooner.

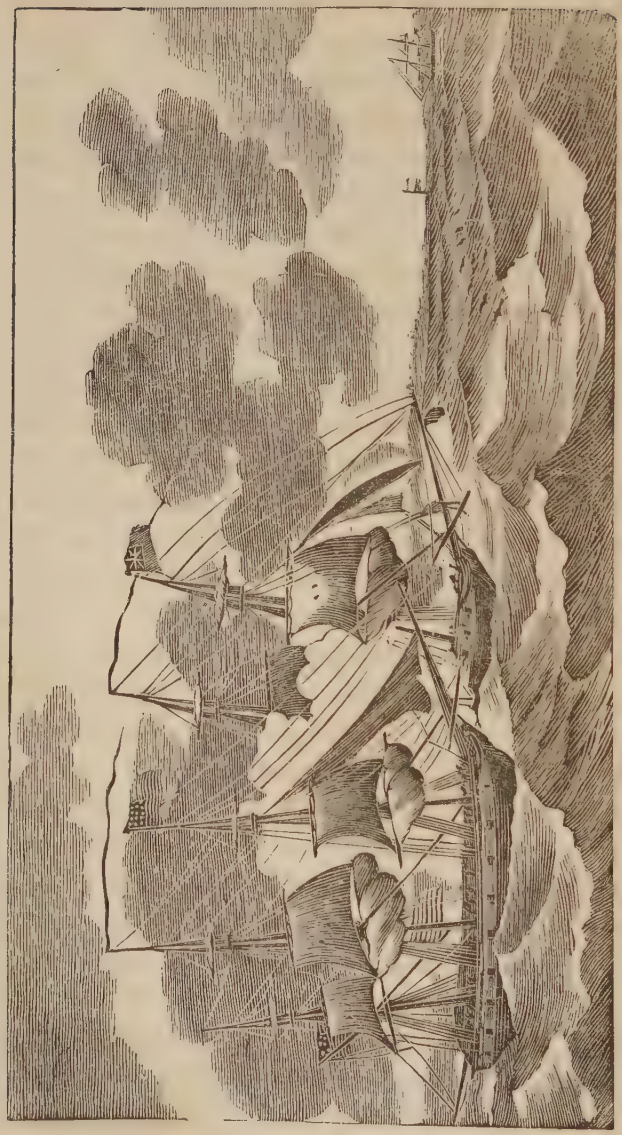
* Clark's Naval History, vol. i. p. 188—192

HORNET BLOCKADING THE BONNE CITOYENNE.

On the 24th of January, the Montague of seventy-four guns, hove in sight, and drove the Hornet into the harbour—but night coming on, she wore, and stood out to the southward. Captain Lawrence, knowing that the seventy-four had come for the purpose of relieving the Bonne Citoyenne and packet Fox from blockade, judged it most prudent to change his cruising ground. He therefore hauled by the wind to the westward, with the intention of cruising off Pernambuco.

On the 10th of February he captured the English brig Resolution, of ten guns, bound to Maranham, from Rio Janeiro, laden with coffee, jerked beef, flour, fustic, butter, and about twenty-five thousand dollars in specie. As this vessel sailed dull, and as captain Lawrence could not spare hands to man her, he took out the money, and set her on fire.

He then ran down the coast for Maranham; and cruised there a short time. Thence he ran off Surinam. After cruising off that coast from the fifteenth to the twenty-third of February, without meeting with a vessel, he stood for Demarara; and intended should he not be fortunate on that station, to run through the West Indies, on his way to the United States—but, on the 24th, in the morning, he discovered a brig to leeward; to which he immediately gave chase. Not having a pilot on board, he was obliged to haul off. The fort at the entrance of Demarara river bore southwest, distant about two and a half leagues. Previous to giving up the chase, captain Lawrence discovered a vessel at anchor



HORNET AND PEACOCK.

without the bar, with English colours flying. She appeared to be a brig of war. In beating round Carobana bank, in order to get to her, at half past three P. M. he discovered another sail on his weather quarter, edging down for him. At twenty minutes past four, she hoisted English colours. She was now discovered to be a large man of war brig.

Captain Lawrence immediately ordered his men to quarters, and had the ship cleared for action. He kept close by the wind, in order if possible, to get the weathergage of the approaching vessel. At ten minutes past five, finding he could weather the eneemy, he hoisted American colours and tacked. About a quarter of an hour after this, the ships passed each other, and exchanged broadsides within half pistol shot. Captain Lawrence observing the enemy in the act of wearing, bore up, received his starboard broadside, and ran him close on board on the starboard quarter. From that position he kept up a most severe and well directed fire. So great was its effect, that, in less than fifteen minutes the British vessel struck. She was almost cut to pieces, and hoisted an ensign, union down, from her fore rigging as a signal of distress. Shortly after, her mainmast went by the board.

Lieutenant Shubrick was despatched on board. He soon returned with her first lieutenant, who reported her to be his Britannick Majesty's brig Peacock, commanded by captain William Peake, who fell in the action—that a number of her crew were killed and wounded—and that she was sinking very fast,

having then six feet water in her hold. The boats of the Hornet were immediately despatched for the wounded. Both vessels were brought to anchor. Those shot holes in the Peacock that could be got at, were then plugged, and her guns thrown overboard. Every exertion was used to keep her afloat, until the prisoners could be removed, by pumping and bailing, but without effect. She unfortunately sunk in five and a half fathoms water, with thirteen of her crew, and three of the Hornet's. Lieutenant Connor, midshipman Cooper, and the remainder of the men employed in removing the prisoners, with difficulty saved themselves by jumping into a boat that was lying on the booms, as the vessel went down. Four men of the Peacock's crew, who were on board when she went down, and were so fortunate as to gain the foretop, were afterwards taken off by the Hornet's boats. Previous to the Peacock's sinking, four of her men took to her stern boat, which had been much damaged during the action. There was little or no prospect of their reaching the land. They, however, arrived safe at Demarara.

Captain Lawrence could not ascertain from the officers of the Peacock the exact number of killed. Captain Peake and four men were found dead on board. The master, one midshipman, carpenter, captain's clerk, and twenty-nine seamen of the Peacock, were wounded; most of them very severely—three died after being removed—nine were drowned.

The Hornet had only one man killed, and two slightly wounded. Two men were also severely

burnt by the explosion of a cartridge, one of whom died a few days after. The rigging and sails of the Hornet were much cut. A shot passed through the foremast; the bowsprit was slightly injured; but her hull received very little injury.

At the time captain Lawrence brought the Peacock to action, the Espiegle, the brig mentioned as being at anchor, lay within six miles of the Hornet, between her and the shore, and could plainly see the whole of the action. She mounted eighteen guns. Supposing that she would beat out to the assistance of her consort, great exertions were used by the officers and crew of the Hornet, to repair her damages. By nine o'clock her boats were stowed; a new set of sails bent; and the ship completely ready for action.

At two o'clock, A. M. the Hornet got under way and stood by the wind to the northward and westward, under easy sail. On mustering next morning, two hundred and seventy souls were found to be on board the Hornet. As the crew of the latter had been for some time on short allowance, captain Lawrence resolved to make the best of his way to the United States.

The Peacock was deservedly styled one of the finest vessels of her class in the British navy. She was about the tonnage of the Hornet. Her beam was greater by five inches; but her extreme length not so great by four feet. She mounted sixteen four and-twenty pound carronades, two long nines, a twelve pound carronade on her top gallant fore-castle

as a shifting gun, and a four or six pounder, and two swivels aft. By her quarter bill, her crew consisted of one hundred and thirty-four men, four of whom were absent in a prize, besides four men and one boy, who were not on her quarter bill.

Of the Hornet's crew, the sailing master and seven men were absent in a prize; and lieutenant Stewart and six men on the sick list.

The conduct of the Hornet's crew towards the British seamen, who, by the sinking of their vessel, had lost every thing except what they had on their backs, manifested much humanity and generosity. They raised among themselves a sufficiency to supply these distressed seamen, with two shirts, a blue jacket and trowsers each. The surviving officers of the Peacock returned a public acknowledgment to the captain and officers of the Hornet, for the humanity and kindness wherewith they treated them.

Captain Lawrence on his return to the United States was received with great distinction and applause. The same tokens of approbation and esteem were conferred on him by public bodies, with which other gallant and successful commanders had been honoured.*

CHESAPEAKE AND SHANNON.

The Chesapeake frigate, commanded by captain Evans, sailed from Boston about the middle of No-

* Clark's Naval History, vol. i. p. 202—205.

vember, 1812; and after a cruise of one hundred and fifteen days, returned to Boston. During the cruise several captures of some importance were made.

The Chesapeake continued in Boston harbour until the first of June, the day of her unfortunate rencounter with the Shannon. Captain Lawrence, of the Hornet, had a short time previous been appointed to command the Chesapeake, and hardly had he arrived at Boston, when the Shannon, commanded by captain Broke, appeared off the harbour with the avowed purpose of seeking a combat with her.

"Stung with the repeated disasters of the British frigates, this officer resolved to make an effort to retrieve them; and when he deemed his ship perfectly prepared for that purpose, sent a formal challenge to captain Lawrence.

"'As the Chesapeake,' his letter began, 'appears now ready for sea, I request you will do me the favour to meet the Shannon with her, ship to ship, to try the fortune of our respective flags. To an officer of your character, it requires some apology for proceeding to further particulars. Be assured, sir that it is not from any doubt I entertain of your wishing to close with my proposal but merely to provide an answer to any objection that might be made, and very reasonably, upon the chance of our receiving unfair support.' After observing that commodore Rodgers had not accepted several verbal challenges which he had given, captain Broke then proceeds to

state very minutely the force of the Shannon, and offers to send all British ships out of reach, so that they might have a fair combat, at any place within a certain range along the coast of New England which he specified, if more agreeable, he offers to sail together, and to warn the Chesapeake, by means of private signals, of the approach of British ships of war, till they reach some solitary spot—or to sail with a flag of truce to any place out of the reach of British aid, so that the flag should be hauled down when it was deemed fair to begin hostilities. 'I entreat you, sir,' he concludes, 'not to imagine that I am urged by mere personal vanity to the wish of meeting the Chesapeake, or that I depend only upon your personal ambition for your acceding to this invitation. We have both nobler motives. You will feel it as a compliment, if I say that the result of our meeting may be the most grateful service I can render to my country; and I doubt not that you, equally confident of success, will feel convinced that it is only by repeated triumphs in even combats, that your little navy can now hope to console your country for the loss of that trade it can no longer protect.'

"The style of this letter, with the exception of the puerile bravado about commodore Rodgers, is frank and manly; and if the force of the Shannon were correctly stated, would be such a challenge as might well be sent from a brave seaman to a gallant adversary. We, however, are but too well satisfied, that captain Broke studiously underrated the number of his guns and crew; or that, after his challenge, he

must have received additions to both. That the Shannon had more guns than the number stated by her commander, we learn from the testimony of the surviving officers of the Chesapeake ; who also assert, that she had three hundred and seventy-six men · that she had an officer and sixteen men from the Belle Poule ; and that the hats of some of her seamen were marked ' Tenedos.' Such as it was, however, this letter, most unfortunately, never reached captain Lawrence. If he had received it ; if he had been thus warned to prepare his ship ; if he had had an opportunity of selecting his officers, and disciplining his crew ; if, in short, he had been able to place the Chesapeake on any thing like equal terms with the Shannon, the combat might have been more bloody—there might have been such an engagement as has not yet been seen between single ships on the ocean; though we cannot suffer ourselves to doubt the result of it. But he knew nothing of this challenge—he saw only the Shannon riding before him in defiance ; he remembered the spirit with which he himself overawed a superior, and he could not brook for a moment that an enemy, which seemed to be his equal, should insult his flag. Although, therefore, the Chesapeake was comparatively an inferiour ship—although his first lieutenant was sick on shore—although three of his lieutenants had recently left her ; and, of the four who remained, two were only midshipmen, acting as lieutenants—although part of his crew were new hands, and all of them had lost some of their discipline by staying in port—yet, as he would have

gone to sea in that situation had no enemy appeared, he felt himself bound not to delay sailing on that account, and throwing himself, therefore, on his courage and his fortune, he determined at once to attack the enemy. It was on the morning of the 1st of June, 1813, that the Chesapeake sailed out of the harbour of Boston, to meet the Shannon. As soon as she got under way, captain Lawrence called the crew together, and having hoisted the white flag, with the motto of 'free trade and sailor's rights,' made a short address. His speech, however, was received with no enthusiasm—on the contrary, signs of dissatisfaction were evident; particularly from a boatswain's mate, a Portuguese, who seemed to be at the head of the malecontents; and complaints were muttered, that they had not yet received their prize money. Such expressions, at the eve of an action, were but ill-bodings of the result of it; but captain Lawrence, ignorant as he was of the characters of his sailors, and unwilling at such a moment to damp their spirits by harshness, preserved his accustomed calmness, and had prize-checks, at once, given by the purser to those who had not received them. Whilst this scene was passing, the Shannon, observing the Chesapeake coming out, bore away. The Chesapeake followed her till four o'clock in the afternoon, when she hauled up and fired a gun, on which the Shannon hove to. They manœuvred for some time, till, at about a quarter before six, they approached within pistol shot and exchanged broadsides.

"These broadsides were both bloody; but the fire of the Shannon was most fortunate in the destruction of officers. The fourth lieutenant, Mr. Ballard, was mortally wounded—the sailing master was killed, and captain Lawrence received a musket ball in his leg, which caused great pain, and profuse bleeding, but he leaned on the companion way, and continued to order and to animate his crew. A second, and a third broadside was exchanged, with evident advantage on the part of the Chesapeake; but, unfortunately, among those now wounded on board of her was the first lieutenant, Mr. Ludlow, who was carried below—three men were successively shot from the helm, in about twelve minutes from the commencement of the action; and as the hands were shifting, a shot disabled her foresail, so that she would no longer answer her helm, and her anchor caught in one of the after ports of the Shannon, which enabled the latter to rake her upper deck. As soon as captain Lawrence perceived that she was falling to leeward, and that by the Shannon's filling she would fall on board, he called his boarders, and was giving orders about the foresail, when he received a musket ball in his body. The bugleman, who should have called the boarders, did not do his duty; and, at this moment, commodore Broke, whose ship had suffered so much that he was preparing to repel boarding; perceiving, from this accident, how the deck of the Chesapeake was swept, jumped on board with about twenty men. They would have been instantly repelled; but the captain, the first lieutenant, the

sailing-master, the boatswain, the lieutenant of marines, the only acting lieutenant on the spar-deck, were all killed or disabled. At the call of the boarders, lieutenant Cox ran on deck, but just in time to receive his falling commander, and bear him below. Lieutenant Budd, the second lieutenant, led up the boarders, but only fifteen or twenty would follow him, and with these he defended the ship till he was wounded and disabled. Lieutenant Ludlow, wounded as he was, hurried upon deck, where he soon received a mortal cut from a sabre. The marines who were engaged fought with desperate courage; but they were few in number; too many of them having followed the Portuguese boatswain's mate, who exclaimed, it is said, as he skulked below, 'so much for not paying men their prize-money' Meanwhile the Shannon threw on board sixty additional men, who soon succeeded in overpowering the seamen of the Chesapeake, who had now no officer to lead or rally them, and took possession of the ship; which was not, however, surrendered by any signal of submission, but became the enemy's only because they were able to overwhelm all who were in a condition to resist.

"As captain Lawrence was carried below, he perceived the melancholy condition of the Chesapeake, but cried out, 'Don't surrender the ship.' He was taken down into the ward-room, and as he lay in excruciating pain, perceiving that the noise above had ceased, he ordered the surgeon to go on deck, and tell the officers to fight on to the last, and never

strike their colours. 'They shall wave,' said he, while I live.' But it was too late to resist or to struggle longer ; the enemy had already possession of the ship. As captain Lawrence's wounds would not allow of his removal, he continued in the ward-room, surrounded by his wounded officers, and, after lingering in great pain for four days, during which his sufferings were too acute to permit him to speak, or, perhaps, to think of the sad events he had just witnessed, or do more than ask for what his situation required, he died on the 5th of June. His body was wrapped in the colours of the Chesapeake, and laid on the quarter deck, until they arrived at Halifax, where he was buried with the highest military and naval honours ; the British officers forgetting in their admiration of his character, that he had been but lately their enemy. His pall was supported by the oldest captains in the navy then at Halifax, and no demonstration of respectful attention was omitted to honour the remains of a brave, but unfortunate stranger.

" In this sanguinary engagement the Chesapeake lost her commander and forty-seven men killed, and ninety-seven wounded, of whom fourteen afterwards died. Among these were lieutenant Ludlow, first lieutenant of the ship, and lieutenant Ballard, the fourth lieutenant, both excellent officers.

" On the part of the Shannon captain Broke was dangerously wounded, though he has since recovered ; the first lieutenant, the purser, captain's clerk, and twenty-three seamen killed, and fifty-seven persons wounded, besides captain Broke.

CHESAPEAKE AND SHANNON.

"The capture of the Chesapeake is to be ascribed wholly to the extraordinary loss of officers (a loss without any precedent, as far as we can recollect, in naval history;) and to her falling accidentally on board the Shannon. During the three broadsides, while the officers of the Chesapeake were living, and she was kept clear of the enemy, the superiority was manifestly with the Americans. The Chesapeake had received scarcely any damage, while the Shannon had several shots between wind and water, and could with difficulty be kept afloat during the succeeding night. It was only when accident threw the Chesapeake on board the Shannon, when her officers were unable to lead on the boarders, that captain Broke himself, contrary, we believe, to the regulations of the British navy, left his own ship, and was able, by superior numbers, to overpower the distracted crew of the Chesapeake.

"We have heard many accounts, which we are very reluctantly compelled to believe, of improper conduct by the British after the capture, and of brutal violence offered to the crew of the Chesapeake. As, however, some allowances are due to the exasperated passions of the moment, something too to the confusion of a bloody and doubtful struggle, we are unwilling to prolong the remembrance of imputations which may be disproved, and perhaps have been exaggerated.

"But we should wrong the memory of captain Lawrence, we should be unjust to the officers of the American navy, with whose glory all the aspiring

ambition of the country is so closely blended, if we omitted any opportunity of giving the last and fairest lustre to their fame, by contrasting their conduct with that of the enemy, or if we forbore, from any misplaced delicacy towards our adversaries, to report circumstances connected with the fate of the Chesapeake, which throw a broad and dazzling light on the generous magnanimity of our countrymen."

Our readers cannot have failed to observe the liberality which was extended to the officers and crews of the Guerriere, Macedonian, and Java, and the still more striking instance of the Peacock. "When the Chesapeake was taken by the Shannon, the key of captain Lawrence's store room was demanded of the purser. It was given; but the purser observed at the same time, that in the captures of the Guerriere, Macedonian, and Java, the most scrupulous regard was paid to the private property of the British officers; that captain Lawrence had laid in stores for a long cruise; and that the value of them would be a great object to his widow and family, for whose use he was desirous, if possible, of preserving them. This request was not merely declined; it was haughtily and superciliously refused.

"However we may mourn the sufferings of that day, the loss of the Chesapeake has not, in our estimation, varied the relative standing of the marine of the two countries; nor does it abate, in the slightest degree, any of the loftiness of our naval pretensions. The contest was wholly unequal in ships, in guns, in crews, in officers, in every thing.

"The Shannon was a better ship; she had not upon her the curse of that ill-omened name, the Chesapeake. The Shannon was a stronger ship; she mounted twenty-eight eighteen pounders on the main deck, twenty-two thirty-two pound carronades, and two long brass nine or twelves, on the spar deck, and a large carronade amidships, in all fifty-two guns, besides this last heavy carronade; while the Chesapeake mounted twenty-eight eighteen pounders on the main deck, and twenty thirty-two pound carronades, and one eighteen pounder, chase gun, on the spar deck, in all forty-nine guns.

"The Shannon had a better crew. Besides her complement she had seamen from two other ships. That crew, too, had been long at sea; long in the ship; were known; were tried; and as commodore Broke sent a challenge, were, of course, men on whom, if they were not picked for the occasion, he knew he could confide. The Chesapeake had, on the contrary, in part, a new crew, unknown to their officers, not yet knowing their places or the ship. The ship had not been more than a few hours at sea, and the landsmen and the landswomen had been dismissed from her on the very day of the engagement. The officers, too, although we should be the last to detract from their merits, and although the manner in which they fought their ship does them the highest honour, the officers were young and few in number, and had as yet hardly any opportunity of disciplining or knowing their seamen; yet, under all these disadvantages, the great damage sustained

by the Shannon, and the great loss of her crew, all which took place before the boarding, warrant completely the opinion, that, but for the accidental loss of officers, the victory would have been with the Chesapeake."*

Mr. Crowninshield, of Salem, obtained a flag of truce for the purpose of conveying to the United States the bodies of Lawrence and Ludlow, which he performed. On his return to Salem, the bodies of the departed heroes were conveyed, with the most affecting ceremonies, from the cartel to the shore. From the time the boats left the brig, until the bodies were landed, minute guns were fired from the vessels in the harbour. When placed upon the hearses, they were covered with the colours, which they had so lately and so signally honoured, and moved to a convenient distance for the procession to form, which moved to solemn musick, to the meetinghouse. The corpses were then placed in the centre of the church, by the seamen who rowed them to the shore, and who stood, during the whole of the service, leaning upon them in an attitude of mourning. The church was hung with cypius and evergreen. The names of LAWRENCE and LUDLOW appeared in letters of gold, encircled by festoons of evergreen, immediately in front of the desk. An eulogy was pronounced by the honourable judge Story. After the performances in the meetinghouse, the seamen conveyed the remains to the tomb, where the masonick societies and military corps, paid the last ritual hom age to the illustrious dead.

* Port Folio

The bodies of the deceased, at the request of their relatives, were afterwards carried to New York, and interred with the respect due to brave men, sacrificed in defence of their country.

COM. DECATUR BLOCKADED IN NEW LONDON

In the early part of the summer, (1813,) commodore Decatur, in the frigate United States, accompanied by the Macedonian, captain Jones, and the sloop of war Hornet, put to sea from New York. But a very superior force, consisting of line of battle ships and frigates, hove in sight and gave chase immediately after he left port. The American squadron was fortunate enough to reach the harbour of New London, where, for the remainder of the summer, they were blockaded, without any thing interesting occurring except an attempt made to blow up some of the English vessels by a fireship. The fireship was called the Eagle, and fitted out for the purpose by John Scudder. It was supposed that on her being captured, she would be taken along side one of the vessels of war, when, in attempting to unlade her, a considerable quantity of powder and other combustibles would have been set on fire. The attempt was made in the month of June. She was taken possession of by the British; but blew up be-

fore she got alongside any of their large vessels. At the time of explosion, four boats were seen alongside which were all, with the men on board them, destroyed. It is supposed that upwards of one hundred of the British perished.

CAPTURE OF THE EAGLE.

In the month of July, a fishing smack was sent by commodore Lewis, of New York, for the purpose of capturing by stratagem the sloop Eagle, a tender of the Poictiers, a British vessel of seventy-four guns. The smack was borrowed of some fishermen. A calf, a sheep, and goose were put on board. Between thirty and forty men well armed with muskets were secreted in the cabin, and fore peak of the smack. Thus prepared she stood out to sea as if going on a fishing voyage to the banks. Only three men appeared on deck, dressed as fishermen. The Eagle, on perceiving the smack, gave chase. After coming along side, and discovering live stock on board, she ordered the smack down to the commodore, then about five miles off. The helmsman of the smack answered, "Aye, aye, sir;" and apparently put up the helm for that purpose, which brought the smack along side the Eagle, not more than three yards distant. The watch word Lawrence, was then given, and the armed men rushed on deck from be-

low; and poured a volley of musketry into the tender; which drove her crew below with so much precipitancy, that they had not time to strike her colours. As soon as sailing master Percival, who commanded the smack, perceived the deck of the British vessel cleared, he ordered his men to cease firing. Upon which one of the Eagle's crew appeared on deck, and struck her colours. The Eagle was safely taken into New York.*

THIRD CRUISE OF THE PRESIDENT

On the 23d of April, 1813, commodore Rodgers put to sea from Boston, in the President frigate, accompanied by the Congress, commanded by captain Smith. On the 30th he took his departure from President road. On the 3d of May, while in chase of a British brig of war, near the shoal of George's Bank, they passed to windward of three sail, one of which was supposed to be the La Hogue, seventy-four; the others, the Nymph frigate and a merchant brig. After getting clear of George's Bank, they continued along southeastwardly, in the direction of the southern edge of the Gulf stream, till the 8th of May, when the President parted from the Congress. Commodore Rodgers then shaped his course, as near as the wind would permit, to intercept the enemy's

* Clark's Naval History, vol. i. p. 209.

West India commerce, passing to the southward of the Grand Bank. Not meeting with any thing in this direction, except American vessels from Lisbon and Cadiz, he changed his course to the northward. Having reached the forty-eighth degree of north latitude, he steered for the Azores, off which he continued in different directions till the 6th of June, without meeting any British vessels. Being informed by an American vessel, that four days previous she had passed a British convoy from the West Indies, the commodore crowded all sail in chase to northeast. Though disappointed in falling in with the convoy, he nevertheless captured four vessels.

Being then in latitude forty-six north, longitude twenty-eight west, he determined to proceed to the North Sea. He however did not meet with a single vessel until off the Shetland Islands, and those he there met with were Danish, under British license. His water and provisions being now nearly exhausted, he put into North Bergen, in Norway, on the 27th of June. A scarcity in the country prevented his obtaining provisions. After having filled his casks with water, he departed on the 2d of July, towards the Orkney Islands, and thence towards the North Cape, for the purpose of intercepting a convoy of twenty-five or thirty sail, which, it was said, would leave Archangel about the middle of July, under the protection of two sloops of war, This was confirmed by two vessels he captured on the 18th of the same month. In this, however, the commodore was disappointed by a seventy-four and frigate making their

appearance off North Cape on the 19th of July, just as he was in momentary expectation of meeting the convoy. On first discovering these two vessels, owing to the haziness of the weather, he could not ascertain their character with precision. He accordingly stood towards them until he discovered their strength, when he hauled by the wind on the opposite tack to avoid them. But owing to faint variable winds, and light for an entire day, for in that latitude and season the sun appeared above the horizon at midnight, the British vessels were enabled to continue the chase upwards of eighty hours. At times, owing to changes of the wind in favour of the British vessels, they were brought near to the President. When these vessels gave chase to the President, the privateer Scourge of New York was in company, but so intent were the British in their chase of the former, that the latter escaped.

Having but a very small quantity of provisions on board his vessel, commodore Rodgers determined to proceed to a more westerly station after having escaped from the superior British force that so long chased him. He accordingly steered to intercept the trade passing out of and into the Irish channel where on the 25th of July and 2d of August he made three captures; but receiving information that the British had a superior force in the vicinity, he deemed it expedient to change his cruising ground. After having made a circuit round Ireland, and having come into the latitude of Cape Clear, he steered for the Banks of Newfoundland, near to which he

captured two more vessels : from one of these he obtained information that the Bellerophon, a seventy-four, and the Hyperian frigate, were on the eastern part of the bank, only a few miles to the westward of him. He however did not fall in with them. From this place the commodore directed his cruise to the United States, without seeing a single vessel until the 22d of September, when, being near the south shoal of Nantucket, he met with a Swedish brig, and American cartel. By this time the provisions, and particularly the bread on board the President, was so nearly expended, that it became indispensably necessary for the commodore to put into the first convenient port, after obtaining information of the position of the British cruisers. This he obtained by the capture of his Britanick Majesty's schooner High Flyer, on the 23d, with which vessel he arrived safe at Newport.

During this cruise commodore Rodgers captured twelve vessels of which the crews amounted to two hundred and seventy-one persons. He rendered very effectual service to his country by harassing the British commerce, and forcing them to detach a great number of their vessels of war in an unsuccessful pursuit.*

It is a circumstance, somewhat singular, that, since the rencounter with the Belvidere, commodore Rodgers has never met with an English frigate that was not in company with a seventy-four ; notwithstanding he cruised in the European seas, and coasted the

* Clark's Naval History, vol. i. p. 213—214

shores of Britain and Ireland. He twice traversed over more than half the globe, without meeting a British frigate; and though he sought them in their own seas, and along their own shores, he never had the good fortune to bring one of them to action. Yet, with all this, commodore Rodgers has suffered no diminution of reputation. It is creditable to the American character, to cherish and uphold the high reputation of a meritorious officer, notwithstanding opportunities have not been given him to display his skill and prowess against an equal force of the enemy.

CRUISE OF THE CONGRESS.

The Congress, after parting with the President, on the 8th of May, proceeded, in a circuitous direction, to the southeast, crossing the equator, passing the northeast coast of Brazil, and thence homeward. During this cruise, captain Smith made prizes of three valuable vessels of the enemy, two of which were destroyed, after taking out the most valuable part of their cargoes; and the other given up to the prisoners, who were paroled. He arrived in Portsmouth harbour on the 14th of December.

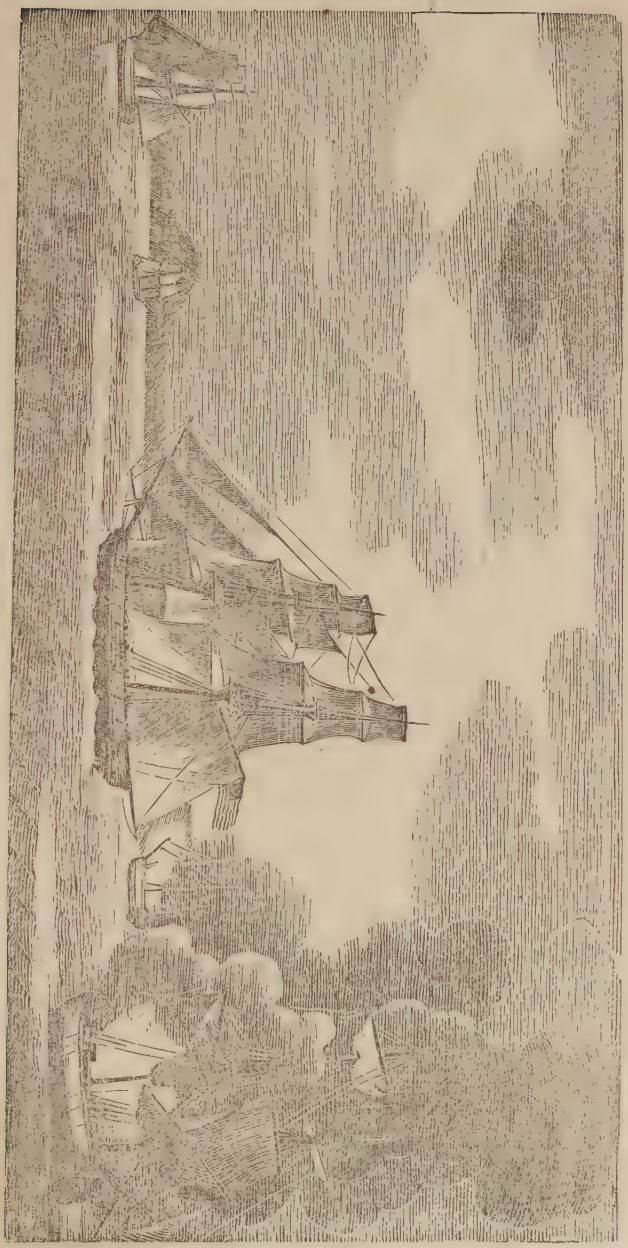
ARGUS AND PELICAN.

Captain Allen, in the brig Argus, sailed from the United States for France, having on board Mr. Crawford, minister to the court of Paris, in May, 1813. He arrived there in the short passage of twenty-three days, during which he captured and destroyed a British schooner of six guns.

After remaining at L'Orient a few days, he proceeded on a cruise in the British channel, where he captured twenty English vessels; the crews of which he treated with humanity and generosity.

The injury which captain Allen did to the British commerce is, in some of their papers, estimated to the amount of two millions. While employed in burning, sinking and destroying the enemy's property, he was peculiarly careful to distinguish his character from those who depredated for selfish purposes only. The property of the passengers was sacred from hostility; not an article of that kind would he suffer to be touched. The passengers were allowed to go below, and to take what they claimed as their own, and no hands belonging to the Argus were permitted to inspect them while they were employed in so doing.

On one occasion, when a passenger had left his surtout behind him, it was sent after him, in the boat: on another occasion, captain Allen ordered one of his hands, who was detected in the act of some petty



ARGUS BURNING BRITISH VESSELS

plunder of this kind, to be flogged at the gangway The English papers, while they were writhing under the severe injuries thus inflicted, were unanimous in their testimonials of respect to the conduct of this gallant officer, for the humanity and delicacy with which he performed a service so invidious. Probably no action of his life could more plainly distinguish his character than this: he loved danger as much as he abhorred to plunder the defenceless.

On the 14th of August, being in latitude fifty-two degrees fifteen minutes north, longitude five degrees fifty minutes west, he discovered, at four o'clock, A. M. a large brig of war, standing down under a press of sail upon the weather quarter of the Argus. Captain Allen immediately prepared to receive her; and being unable to get the weathergage, he shortened sail, and gave her an opportunity of closing. At six o'clock, the brig having displayed English colors, the Argus hoisted the American flag, wore round, and gave her the larboard broadside, being at this time within grape distance, which was returned, and the action commenced within the range of musketry. A few minutes past six, captain Allen was wounded: and, being much exhausted by the loss of blood, was taken below. At this time, the Argus had lost her main braces, main springstay, gaff, and try-sail mast, and shortly after her sprit-sail-yard, and the principal part of the rigging on the larboard side of the foremast. Lieutenant Watson, upon whom the command of the vessel devolved, after captain Allen was carried below, received a

wound on the head from a grape shot, which, for a time, rendered him incapable of attending to duty, and he was also carried below. The command now devolved upon lieutenant Allen ; the enemy, being on the weather quarter of the Argus, edged off, for the purpose of getting under her stern, but the Argus frustrated his attempt by giving him a broadside. About half past six, the Argus, having lost the use of her after-sails fell before the wind, when the enemy succeeded in passing her stern, and ranged upon the starboard side. The Wheel-ropes, and rigging of every description being shot away, the Argus became unmanageable ; and the enemy, not having sustained any apparent damage, had it completely in his power to choose a position. By this advantage he profited, and continued to play upon her starboard quarter, occasionally shifting his situation, when lieutenant Watson returned to the deck, and prepared to board the enemy ; but, in consequence of the shattered condition of the Argus, was unable to effect it. After this, the British continued a raking fire, which could be but faintly opposed, the guns of the Argus being much disabled, and seldom brought to bear. Having suffered in the hull and rigging, and also in killed and wounded, and being exposed to a galling fire, which, from the enemy's ability to manage, could not be avoided, lieutenant Watson deemed it necessary to surrender. The Argus was then taken possession of by the British sloop of war Pelican, of twenty-one carriage guns, viz. sixteen thirty-two pound carronades, four long sixes,

and one twelve pound carronade, commanded by captain Maples. The Argus carried eighteen twenty-four pounders, and two long twelves.

The loss on board the Pelican, as stated in the British official account, was eight in killed and wounded.

The loss in the Argus was six killed and twelve wounded. Five of the wounded died soon after, among whom was captain Allen, who lost his leg at the second broadside, and died the next day.

It would be unjust to the feelings which are revived by the preceding account, and ungrateful to the memory of a brave and distinguished officer, to record in our pages only the circumstances which cost him his life, and his countrymen so much poignant regret. The prominent traits of his character, and the honours paid to his remains, in a foreign land, and by those who were his adversaries in war, should be co-extensive with every register of naval achievements.

The following letter from John Hawker, Esq. ci-devant American consul, will be read with interest.

Plymouth, August 19, 1813.

Sir.—The station I have had the honour to hold for many years past, of American vice-consul, calls forth my poignant feelings in the communication I have to make to you of the death of your son, captain Allen, late commander of the United States brig of war Argus, which vessel was captured on Saturday last, in the Irish channel, after a very sharp ac-

tion of three quarters of an hour, by his Britannick majesty's ship Pelican.

Early in the action he lost his left leg, but refused to be carried below, till from loss of blood he fainted. Messrs. Edwards and Delphy, midshipmen, and four seamen were killed; and lieutenant Watson, the carpenter, boatswain, boatswain's mate, and seven men wounded. Captain Allen submitted to amputation above the knee, while at sea. He was yesterday morning attended by very eminent surgical gentlemen, and removed from the Argus to the hospital, where every possible attention and assistance would have been afforded him had he survived; but which was not, from the first moment, expected, from the shattered state of his thigh. At eleven, last night, he breathed his last! He was sensible, at intervals, until within ten minutes of his dissolution, when he sunk exhausted, and expired without a struggle! His lucid intervals were very cheerful, and he was satisfied and fully sensible that no advice and assistance would be wanting. A detached room was prepared by the commissary and chief surgeon, and female attendants engaged, that every tenderness and respect might be experienced. The master, purser surgeon, and one midshipman, accompanied captain Allen, who was also attended by his two servants.

I have communicated and arranged with the officers respecting the funeral, which will be in the most respectful, and at the same time economical manner. The port admiral has signified that it is the intention of his Britannick majesty's government, that it be

publickly attended by officers of rank, and with military honours. The time fixed for procession is on Saturday, at eleven, A. M. A lieutenant-colonel's guard of the royal marines is also appointed. A wainscoat coffin has been ordered; on the breast plate of which will be inscribed as below.* Mr. Delphy, one of the midshipmen, who lost both legs, and died at sea, was buried yesterday in St. Andrew's churchyard. I have requested that captain Allen may be buried as near him, on the right (in the same vault, if practicable,) as possible.

I remain, respectfully, sir, your most obedient, humble servant.

(Signed) JOHN HAWKER,

Cidevant American vice-consul

To GEN. ALLEN, &c. &c. &c. Providence, R. I.

On the 21st of August, agreeably to previous arrangement, the remains of the departed Allen were interred at Plymouth. The following was the order of the funeral procession.

PROCESSION.

Guard of Honour.
Lieutenant-colonel of royal marines,
with two companies of that corps,
The captains, subalterns and field-adjutant (Officers with hat-bands and scarfs.)
Royal marine band.

* Tablet, whereon will be recorded the name, rank, age and character of the deceased, and also of the midshipman, will be placed (if it can be contrived) as I have suggested; both having lost their lives in fighting for the honour of their country.

Vicar and curate of St. Andrews.
Clerk of ditto.
THE HEARSE,
With the corpse of the deceased captain,
Attended by eight seamen, late of the Argus, with crape round their arms, tied with white crape ribbon.
Also, eight British captains of the royal navy, as pall-bearers, with hat-bands and scarfs.
Captain Allen's servants in mourning.
The officers, late of the Argus, in uniform, with crape sashes and hat-bands, two and two.
John Hawker, Esq. late American vice-consul, and his clerks,
Captain Pellowe, commissioner for prisoners of war.
Dr. M'Grach, chief medical officer at Mill Prison depot.
Captains of the royal navy, in port, two and two
Followed by a very numerous and respectable retinue of inhabitants.

The procession left Mill Prison at twelve o'clock. The coffin was covered with a velvet pall, on which was spread the American ensign, under which the action was fought, and on that the hat and sword of the deceased were laid. On the coffin being removed to the hearse, the guard saluted; and when deposited in the hearse, the procession moved forward, the band played the "Dead march in Saul." On their arrival near the church, the guard halted and clubbed arms, single files inward, through which the procession passed to the church, into which the corpse was carried, and deposited in the centre aisle, whilst the funeral service was read by the reverend vicar, after which it was removed and interred in the south yard, (passing through the guard the same order from as to the church, on the right of Mr. Delphy,

midshipman of the Argus, who lost both his legs in the same action, and was buried the preceding evening.

Thus lived and thus died William Henry Allen.

By the company and conversation of the elegant and polite, the hard and severe duties of the sailor acquired a sort of polish, and his character presented that combination of gallantry, grace and intrepidity, that so irresistibly attracts. In the hour of danger, he was calm, intrepid and persevering; in private intercourse, guarded, affable and delicate. Entering into the navy with large and expanded ideas of honour, the perils he encountered, and the hard services he endured, consolidated his romantick and floating visions into rules and principles of action. By never lowering his lofty standard amidst the jostle of contending difficulties, he at length arrived at it; and new trials served only to call into exercise new and unexplored resources of fortitude. He had so long forsaken every other consideration for glory, that he finally measured his life by this standard, and felt a repulsive antipathy to whatever fell short of that measure.

There has seemed a sort of compact among our naval commanders, never to quit their station on deck. Allen, in his mutilated state, refused to be carried below, and fainted on the deck from loss of blood. Lawrence showed the same determined spirit, and never left his station until he was too far exhausted by his wounds to animate his men by his example. Burrows, although mortally wounded at his

quarters, still remained at his post, survived the action, and there received the sword of his gallant and intrepid antagonist.

The following extract from captain Allen's letter, addressed to his sister, will show the character of this intrepid officer in an amiable light:

"When you shall hear that I have ended my earthly career, that I only exist in the kind remembrance of my friends, you will forget my follies, forgive my faults, call to mind some little instances dear to reflection, to excuse your love for me, and shed one tear to the memory of HENRY."

ENTERPRIZE AND BOXER.

On the 1st of September, the United States brig Enterprize, commanded by lieutenant William Burrows, sailed from Portsmouth on a cruise. On the morning of the 3d, Burrows discovered a schooner, which was chased into Portland harbour, where the Enterprize was brought to anchor. Having received information of several privateers being off Manhagan, he weighed anchor and swept out the following morning, and stood for that place. Next day a large brig of war was discovered, to which chase was immediately given. The enemy fired several guns, and stood for the Enterprize, with four ensigns hoisted. After manœuvring and reconnoitering for some

time for the purpose of discovering the force of the enemy, lieutenant Burrows, about three in the afternoon, shortened sail, tacked, and run down, with the intention of bringing her to close action. At twenty minutes after three the firing commenced from both vessels, within half pistol shot. The action continued for about a quarter of an hour, when the Enterprize ranged ahead of the enemy, rounded to, and raked her. Shortly after the main-top-mast and top sail-yard of the enemy came down. The foresail of the Enterprize was then set, and she took a position on the Starboard bow of the enemy, and continued to rake her, until, about forty minutes after the commencement of the action, the enemy ceased firing, and cried for quarters: their colours being nailed to the masts, could not be hauled down.

The prize proved to be the British brig Boxer, of fourteen guns. The number of her crew could not be ascertained, but sixty-four prisoners were taken, including seventeen wounded. On board the Enterprize there was only one killed and thirteen wounded, two of whom died of their wounds.

Lieutenant Burrows fell in the commencement of the action, he, however, refused to be carried below, but, raising his head, requested that the flag might never be struck. When the sword of the vanquished enemy was presented to the dying conqueror, he clasped his hands and said, "I am satisfied; I die contented;" and then, and not till then, would he consent to be carried below, where every attention was paid to save his life, but in vain. A few hours

ENTERPRIZE AND BOXER.

after the victory he breathed his last.—Captain Blythe, the commander of the Boxer, also fell in the commencement of the action, having received a cannon shot through the body. His remains, in company with those of lieutenant Burrows, were brought to Portland, where the two commanders were interred, side by side, with military honours.

The Boxer was so much damaged in her sails, rigging, spars, hull, &c. as to render it difficult to carry her into port. The Enterprize received but trifling injury. On an examination of the prize, she was adjudged wholly to the captors, agreeably to law, as a vessel of superior force.

Soon after the arrival of the Enterprize and her prize at Portland, the bodies of the two commanding officers, lieutenant Burrows and captain Blythe, were brought on shore in ten oared barges, rowed at minute strokes by masters of ships, accompanied by most of the barges and boats in the harbour, while minute guns were fired from the two vessels. A grand procession was then formed, the corpse of lieutenant Burrows preceding, and the interment took place with all the honours that the civil and military authorities at the place, and the great body of the people, could bestow. During the procession forts Preble and Scammel, (names dear to their country,) fired minute guns.

It is worthy of record that the crew of the Boxer were permitted to march in the late procession at Portland, when their late captain was interred. Such was not the case with the crew of the Chesapeake.

The following documents we think will be read with more satisfaction than any thing we could write on the same subject; especially the letter from lieutenant M'Call, the officer on whom the command of the Enterprize devolved after lieutenant Burrows was rendered incapable of directing the action.

Copy of a letter from captain Hull to the Secretary of the Navy, Portland, September 7, 1813.

Sir,—I had the honour last evening to forward you by express, through the hands of commodore Bainbridge, a letter received from Samuel Storer, Esq. navy agent at this place, detailing an account of the capture of the British brig Boxer by the United States brig Enterprize.

I now have to inform you that I left Portsmouth this morning, and have this moment arrived, and, as the mail is closing, I have only time to enclose you the report of lieutenant M'Call, of the Enterprize, and to assure you that a statement of the situation of the two vessels as to the damage they have received, &c. shall be forwarded as soon as surveys can be made. The Boxer has received much damage in her hull, masts and sails, indeed it was with difficulty she could be kept afloat to get her in. The Enterprize is only injured in her masts and sails. I have the honour to be, &c.

ISAAC HULL.

The Hon. Wm. Jones, Secretary of the Navy.

United States brig Enterprize, Portland, September 7, 1813

Sir,—In consequence of the unfortunate death of lieutenant-commandant William Burrows, late commander of this vessel, it devolves on me to acquaint you with the result of the cruise. After sailing from Portsmouth on the 1st instant, we steered to the eastward; and on the morning of the 3d, off Wood Island, discovered a schooner, which we chased into this harbour, where we anchored. On the morning of the 4th, weighed anchor and swept out, and continued our course to the eastward. Having received information of several privateers being off Manhagan, we stood for that place; and on the following morning, in the bay near Penguin Point, discovered a brig getting under way, which appeared to be a vessel of war, and to which we immediately gave chase. She fired several guns and stood for us, having four ensigns hoisted. After reconnoitering and discovering her force, and the nation to which she belonged, we hauled upon a wind to stand out of the bay, and at three o'clock shortened sail, tacked to run down with an intention to bring her to close action. At twenty minutes after three, P. M. when within half pistol shot, the firing commenced from both, and after being warmly kept up, and with some manœuvring, the enemy hailed and said they had surrendered, about four, P. M.—their colours being nailed to the masts, could not be hauled down. She proved to be his Britannick majesty's brig Boxer, of fourteen guns, Samuel Blythe, Esq. commander, who fell in the early part of the engagement, having re-

ceived a cannon shot through the body. And I am sorry to add that lieutenant Burrows, who had gallantly led us into action, fell also about the same time by a musket ball, which terminated his existence in eight hours.

The Enterprize suffered much in spars and rigging and the Boxer in spars, rigging and hull, having many shots between wind and water.

It would be doing injustice to the merit of Mr Tillinghast, second lieutenant, were I not to mention the able assistance I received from him during the remainder of the engagement, by his strict attention to his own division and other departments. And of the officers and crew generally, I am happy to add, their cool determined conduct have my warmest approbation and applause.

As no muster roll that can be fully relied on has come into my possession, I cannot exactly state the number killed and wounded on board the Boxer, but from information received from the officers of that vessel, it appears there were between twenty and twenty-five killed and fourteen wounded. Enclosed is a list of the killed and wounded on board of the Enterprize. I have the honour to be, &c.

EDWARD R. M'CALL, Senior Officer.

ISAAC HULL, Esq. commanding naval officer
on the eastern station.

A CARD.—Captain Hull, with the officers and crew of the United States brig Enterprize, are deeply impressed with the readiness and alacrity with

which the inhabitants of Portland, in their civil and military departments, assembled to do honour to the memory of the brave lieutenant William Burrows, late commander of the Enterprize, who fell in the gallant action with his Britannick majesty's brig Boxer, which she captured and brought into this port; and beg they will receive their grateful acknowledgments for their very handsome tribute of respect exhibited in their attendance on the funeral of that brave officer, as well as that of his gallant competitor, captain Samuel Blythe, late commander of the Boxer, who fell in the same action, and to whom equal honours were paid in every respect, in their funeral obsequies, exhibiting to the world an evidence of that character which the Americans are proud to possess, of showing every tribute of respect to a brave enemy who has fallen in combat, and of extending to those in their power every mark of liberality and comfort consistent with their situation as prisoners.

Captain Hull, with the officers and crew of the Enterprize, embrace the present occasion to express the sense which they entertain of the prompt attention and of the active and humane exertions of Samuel Storer, Esq. the United States navy agent at Portland, in having every accommodation provided for the wounded on board the United States brig Enterprize as well as those on board the Boxer, between whom no distinction was made. And they likewise beg the physicians of Portland who have been so kind as to afford the most prompt and am-

ple exercise of their professions towards the wounded of both vessels, to accept their best thanks.

Extract of a letter from captain Hull to commodore Bainbridge, dated, September 10, 1813.

"I yesterday visited the two brigs, and was astonished to see the difference of injury sustained in the action. The Enterprize has but one eighteen pound shot in her hull, one in her mainmast, and one in her foremast; her sails are much cut with grape shot, and there are a great number of grape lodged in her sides, but no injury done by them. The Boxer has eighteen or twenty eighteen pound shot in her hull, most of them at the water's edge—several stands of eighteen pound grape stick in her side, and such a quantity of small grape that I did not undertake to count them. Her masts, sails and spars, are literally cut to pieces, several of her guns dismounted and unfit for service; her top gallant forecastle nearly taken off by the shot, her boats cut to pieces, and her quarters injured in proportion. To give you an idea of the quantity of shot about her, I inform you that I counted in her mainmast alone three eighteen pound shot holes, eighteen large grape shot holes, sixteen musket ball holes, and a large number of smaller shot holes, without counting above the cat harpins.

"We find it impossible to get at the number killed; no papers are found by which we can ascertain it—I however, counted upwards of ninety hammocks which were in her netting with beds in them, besides several beds without hammocks; and she has excel-

accommodations for all her officers below in state-rooms, so that I have no doubt that she had one hundred men on board. We know that she has several of the Rattler's men on board, and a quantity of wads was taken out of the Rattler, loaded with four large grape shot, with a small hole in the centre to put in a cartridge that the inside of the wad may take fire when it leaves the gun. In short, she is in every respect completely fitted, and her accomodations exceed any thing I have seen in a vessel of her class."

A publick dinner was given at Portland to lieutenant M'Call and the other officers of the Enterprize, for their gallant conduct in the action with the Boxer.

THE ESSEX.

Captain Porter, in the frigate Essex, proceeded to sea from the Delaware, on the twenty-seventh of October, 1812, and repaired, agreeably to instructions from commodore Bainbridge, to the coast of Brazil, where different places of rendezvous had been arranged between them. In the course of his cruise on this coast he captured his Britannick majesty's packet Nocton, and after taken out of her about eleven thousand pounds sterling in specie, ordered her for America. Hearing of commodore Bainbridge's victorious action with the Java, which would

oblige him to return to port, and of the capture of the Hornet by the Montague, and learning that there was a considerable augmentation of British force on the coast, and several ships in pursuit of him, he abandoned his hazardous cruising ground, and stretched away to the southward, scouring the coast as far as Rio de la Plata. From thence he shaped his course for the Pacifick Ocean, and, after suffering greatly for want of provisions, and heavy gales off Cape Horn, arrived at Valparaiso, on the 14th of March, 1813. Having victualled his ship, he ran down the coast of Chili and Peru, and fell in with a Peruvian corsair, having on board twenty-four Americans, as prisoners, the crews of two whaling ships, which she had taken on the coast of Chili. The Peruvian captain justified his conduct on the plea of being an ally of Great Britain, and the expectation likewise of a speedy war between Spain and the United States. Finding him resolved to persist in similar aggressions, captain Porter threw all his guns and ammunition into the sea, liberated the Americans, and wrote a respectful letter to the viceroy explaining his reasons for so doing, which he delivered to the captain. He then proceeded to Lima, and luckily recaptured one of the American vessels as she was entering the port.

After this he cruised for several months in the Pacifick, inflicting immense injury on the British commerce in those waters. He was particularly destructive to the shipping employed in the spermaceti whale fishery. A great number with valuable

cargoes were captured; two were given up to the prisoners; three sent to Valparaiso and laid up; three sent to America; one of them he retained as a storeship, and another he equipped with twenty guns, called the Essex junior, and gave the command of her to lieutenant Downes. Most of these ships mounted several guns, and had numerous crews; and as several of them were captured by boats or by prizes, the officers and men of the Essex had frequent opportunities of showing their skill and courage, and of acquiring experience and confidence in naval conflict.

Having now a little squadron under his command, captain Porter became a complete terror in those seas. As his numerous prizes supplied him abundantly with provisions, clothing, medicine, and naval stores of every description, he was enabled for a long time to keep the sea, without sickness or inconvenience to his crew; living entirely on the enemy, and being enabled to make considerable advances of pay to his officers and crew without drawing on government. The unexampled devastation achieved by his daring enterprises, not only spread alarm throughout the ports of the Pacifick, but even occasioned great uneasiness in Great Britain.

Numerous ships were sent out to the Pacifick in pursuit of him; others were ordered to cruise in the China seas, off New Zealand, Timor and New Holland, and a frigate sent to the river La Plata. The manner in which captain Porter cruised, however, completely baffled pursuit. Keeping in the open

sea, or lurking among the numerous barren and desolate islands that form the Gallipagos group, and never touching on the American coast, he left no traces by which he could be followed; rumour, while it magnified his exploits, threw his pursuers at fault; they were distracted by vague accounts of captures made at different places, and of frigates supposed to be the Essex hovering at the same time off different coasts and haunting different islands.

In the mean while captain Porter, though wrapped in mystery and uncertainty himself yet received frequent and accurate accounts of his enemies, from the various prizes which he had taken. Lieutenant Downes, also, who had convoyed the prizes to Valparaiso, on his return, brought advices of the expected arrival of commodore Hillyar in the Phœbe frigate rating thirty-six guns accompanied by two sloops of war. Glutted with spoil and havock, and sated with the easy and inglorious captures of merchantmen, captain Porter now felt eager for an opportunity to meet the enemy on equal terms, and to signalize his cruise by some brilliant achievement. Having been nearly a year at sea, he found that his ship would require some repairs, to enable her to face the foe; he repaired, therefore, accompanied by several of his prizes, to the Island of Nooah eevah, one of the Washington group, discovered by a captain Ingraham of Boston. Here he landed, took formal possession of the island in the name of the government of the United States, and gave it the name of Madison's Island. He found it large, pop-

ulous and fertile, abounding with the necessaries of life; the natives in the vicinity of the harbour which he had chosen received him in the most friendly manner, and supplied him with abundance of provisions. During his stay at this place he had several encounters with some hostile tribes on the island, whom he succeeded in reducing to subjection.

Having calked and completed overhaled the ship, made for her a new set of water casks, and taken on board from the prizes provisions and stores for upwards of four months, he sailed for the coast of Chili on the 12th December, 1813. Previous to sailing he secured the three prizes which had accompanied him, under the guns of a battery erected for their protection, and left them in charge of lieutenant Gamble of the marines and twenty-one men, with orders to proceed to Valparaiso, after a certain period.

After cruising on the coast of Chili without success, he proceeded to Valparaiso, in hopes of falling in with commodore Hillyar, or, if disappointed in this wish, of capturing some merchant ships said to be expected from England. While at anchor at this port, commodore Hillyar arrived, having long been searching in vain for the Essex, and almost despairing of ever meeting with her. Contrary to the expectations of captain Porter, however, commodore Hillyar, besides his own frigate, superior in itself to the Essex, was accompanied by the Cherub sloop of war, strongly armed and manned. These ships, having been sent out expressly to seek for the Essex, were in prime order and equipment, with picked crews, and hoisted

flags bearing the motto "God and country, British sailors' best rights: traitors offend both." This was in opposition to captain Porter's motto of "Free trade and sailors' rights," and the latter part of it suggested doubtless, by errour industriously cherished, that our crews are chiefly composed of English seamen. In reply to this motto captain Porter hoisted at his mizzen, "God, our country, and liberty: tyrants offend them." On entering the harbour the Phœbe fell foul of the Essex in such manner as to lay her at the mercy of captain Porter; out of respect, however, to the neutrality of the port, he did not take advantage of her exposed situation. This forbearance was afterwards acknowledged by commodore Hillyar, and he passed his word of honour to observe like conduct while they remained in port. They continued therefore, while in harbour and on shore in the mutual exchange of courtesies and kind offices that should characterise the private intercourse between civilized and generous enemies. And the crews of the respective ships often mingled together and passed nautical jokes and pleasantries from one to the other.

On getting their provisions on board, the Phœbe and Cherub went off the port, where they cruised for six weeks, rigorously blockading captain Porter. Their united force amounted to eighty-one guns and five hundred men, in addition to which they took on board the crew of an English letter of marque lying in port. The force of the Essex consisted of but forty-six guns, all of which, excepting six long

twelves, were twenty-two pound carronades, only serviceable in close fighting. Her crew, having been much reduced by the manning of prizes, amounted to but two hundred and fifty-five men. The Essex junior being only intended as a storeship, mounted ten eighteen pound carronades and ten short sixes with a complement of only sixty men.

This vast superiority of force on the part of the enemy prevented all chance of encounter, on any thing like equal terms, unless by express covenant between the commanders. Captain Porter, therefore, endeavoured repeatedly to provoke a challenge (the inferiority of his frigate to the Phœbe not justifying him in making the challenge himself,) but without effect. He tried frequently also to bring the Phœbe into single action; but this commodore Hillyar warily avoided, and always kept his ships so close together as to frustrate captain Porter's attempts.

Finding it impossible to bring the enemy to equal combat; and fearing the arrival of additional force, which he understood was on the way, captain Porter determined to put to sea the first opportunity that should present. A rendezvous was accordingly appointed for the Essex junior, and having ascertained by repeated trials that the Essex was a superior sailer to either of the blockading ships, it was agreed that she should let the enemy chase her off; thereby giving the Essex junior an opportunity of escaping.

On the next day, the 28th of March, the wind came on to blow fresh from the southward, and the Essex parted her larboard cable and dragged her

starboard anchor directly out to sea. Not a moment was lost in getting sail on the ship; but perceiving that the enemy was close in with the point forming the west side of the bay, and that there was a possibility of passing to windward, and escaping to sea by superior sailing, captain Porter resolved to hazard the attempt. He accordingly took in his top-gallant-sails and braced up for the purpose, but most unfortunately on rounding the point a heavy squall struck the ship and carried away her main-top-mast, precipitating the men who were aloft into the sea, who were drowned. Both ships now gave chase, and the crippled state of his ship left captain Porter no alternative but to endeavour to regain the port. Finding it imposible to get back to the common anchorage, he ran close into a small bay about three quarters of a mile to leeward of the battery, on the east of the harbour, and let go his anchor within pistol shot of the shore. Supposing the enemy would, as formerly, respect the neutrality of the place, he considered himself secure, and thought only of repairing the damages he had sustained. The wary and menacing approach of the hostile ships, however, displaying their motto flags and having jacks at all their masts' heads, soon showed him the real danger of his situation. With all possible despatch he got his ship ready for action, and endeavoured to get a spring on his cable, but had not succeeded, when, at fifty-four minutes past three P. M. the enemy commenced an attack.

At first the Phœbe lay herself under his stern and the Cherub on his starboard bow; but the latter soon finding herself exposed to a hot fire, bore up and ran under his stern also, where both ships kept up a severe and raking fire. Captain Porter succeeded three different times in getting springs on his cables, for the purpose of bringing his broadside to bear on the enemy, but they were as often shot away by the excessive fire to which he was exposed. He was obliged, therefore, to rely for defence against this tremendous attack merely on three long twelve pounders, which he had ran out of the stern ports; and which were worked with such bravery and skill, as in half an hour to do great injury to both the enemy's ships, and induce them to hale off and repair damages. It was evidently the intention of commodore Hillyar to risk nothing from the daring courage of his antagonist, but to take the Essex at as cheap a rate as possible. All his manœuvres were deliberate and wary; he saw his antagonist completely at his mercy, and prepared to cut him up in the safest and surest manner. In the mean time the situation of the Essex was galling and provoking in the extreme; crippled and shattered, with many killed and wounded, she lay awaiting the convenience of the enemy, to renew the scene of slaughter, with scarce a hope of escape or revenge. Her brave crew, however, in place of being disheartened, were aroused to desperation, and by hoisting ensigns in their rigging, and jacks in different parts of the ship, evinced their defiance and determination to hold out to the last

The enemy having repaired his damages, now placed himself, with both his ships, on the starboard quarter of the Essex, out of reach of her carronades, and where her stern guns could not be brought to bear. Here he kept up a most destructive fire, which it was not in captain Porter's power to return; the latter, therefore, saw no hope of injuring him without getting under way and becoming the assailant. From the mangled state of his rigging, he could set no other sail than the flying jib; this he caused to be hoisted, cut his cable, and ran down on both ships, with an intention of laying the Phœbe on board.

For a short time he was enabled to close with the enemy, and the firing on both sides was tremendous. The decks of the Essex were strewed with dead, and her cockpit filled with wounded; she had been several times on fire, and was in fact a perfect wreck; still a feeble hope sprung up that she might be saved, in consequence of the Cherub being compelled to hale off by her crippled state; she did not return to close action again, but kept up a distant firing with her long guns. The disabled state of the Essex, however, did not permit her to take advantage of this circumstance; for want of sail she was unable to keep at close quarters with the Phœbe who, edging off, chose the distance which best suited her long guns, and kept up a tremendous fire, which made dreadful havock among our crew. Many of the guns of the Essex were rendered useless, and many had their whole crews destroyed—they were manned from those that were disabled, and one gun in

particular was three times manned; fifteen men were slain at it in the course of the action, though the captain of it escaped with only a slight wound. Captain Porter now gave up all hope of closing with the enemy, but finding the wind favourable, determined to run his ship on shore, land the crew, and destroy her. He had approached within musket shot of the shore, and had every prospect of succeeding, when, in an instant, the wind shifted from the land and drove her down upon the Phœbe, exposing her again to a dreadful raking fire. The ship was now totally unmanageable; yet as her head was toward the enemy, and he to leeward, captain Porter again perceived a faint hope of boarding. At this moment lieutenant Downes, of the Essex junior, came on board to receive orders, expecting that captain Porter would soon be a prisoner. His services could be of no avail in the deplorable state of the Essex, and finding from the enemy's putting his helm up, that the last attempt at boarding would not succeed, captain Porter directed him, after he had been ten minutes on board, to return to his own ship, to be prepared for defending and destroying her in case of attack. He took with him several of the wounded, leaving three of his boat's crew on board to make room for them. The Cherub kept up a hot fire on him during his return. The slaughter on board of the Essex now became horrible; the enemy continued to rake her, while she was unable to bring a gun to bear in return. Still her commander, with an obstinacy that bordered on desperation, persisted in the une-

qual and almost hopeless conflict. Every expedient that a fertile and inventive mind could suggest was resorted to, in the forlorn hope that they might yet be enabled by some lucky chance to escape from the grasp of the foe. A halser was bent to the sheet anchor, and the anchor cut from the bows, to bring the ship's head round. This succeeded; the broadside of the Essex was again brought to bear; and as the enemy was much crippled and unable to hold his own, captain Porter thought she might drift out of gun shot before she discovered that he had anchored. The halser, however, unfortunately parted, and with it failed the last lingering hope of the Essex. The ship had taken fire several times during the action, but at this moment her situation was awful. She was on fire both forward and aft; the flames were bursting up each hatchway; a large quantity of powder below exploded, and word was given that the fire was near the magazine. Thus surrounded by horrours, without any chance of saving the ship captain Porter turned his attention to rescuing as many of his brave companions as possible. Finding his distance from the shore did not exceed three quarters of a mile, he hoped many would be able to save themselves should the ship blow up. His boats had been cut to pieces by the enemy's shot, but he advised such as could swim to jump overboard and make for shore. Some reached it—some were taken by the enemy, and some perished in the attempt; but most of this loyal and gallant crew pre-

ferred sharing the fate of their ship and their commander.

Those who remained on board now endeavoured to extinguish the flames, and having succeeded, went again to the guns and kept up a firing for a few minutes; but the crew had by this time become so weakened that all further resistance was in vain. Captain Porter summoned a consultation of the officers of divisions, but was surprised to find only acting lieutenant Stephen Decatur M'Knight remaining; of the others some had been killed, others knocked overboard, and others carried below disabled by severe wounds. The accounts from every part of the ship were deplorable in the extreme; representing her in the most shattered and crippled condition, in imminent danger of sinking, and so crowded with the wounded that even the birth deck could contain no more, and many were killed while under the surgeon's hands. In the mean while the enemy, in consequence of the smoothness of the water and his secure distance, was enabled to keep up a deliberate and constant fire, aiming with coolness and certainty as if firing at a target, and hitting the hull at every shot. At length, utterly despairing of saving the ship, captain Porter was compelled, at twenty minutes past six P. M. to give the painful order to strike the colours. It is probable the enemy did not perceive that the ship had surrendered, for he continued firing; several men were killed and wounded in different parts of the ship, and captain Porter thinking he in-

ESSEX AND BRITISH FRIGATES IN THE HARBOUR OF VALPARAISO.

tended to show no quarter, was about to rehoist his flag and to fight until he sunk, when the enemy desisted his attack ten minutes after the surrender.

The loss of the Essex is a sufficient testimony of the desperate bravery with which she was defended. Out of two hundred and fifty-five men which comprised her crew, fifty-eight were killed; thirty-nine wounded severely; twenty-seven slightly; and thirty-one missing, making in all one hundred and fifty-four. She was completely cut to pieces, and so covered with the dead and dying, with mangled limbs, with brains and blood, and all the ghastly images of pain and death, that the officer who came on board to take possession of her, though accustomed to scenes of slaughter, was struck with sickening horrour, and fainted at the shocking spectacle.

Thousands of the inhabitants of Valparaiso were spectators of the battle, covering the neighbouring heights; for it was fought so near the shore that some of the shot even struck among the citizens, who in the eagerness of their curiosity, had ventured down upon the beach. Touched by the forlorn situation of the Essex, and filled with admiration at the unflagging spirit and persevering bravery of her commander and crew, a generous anxiety ran throughout the multitude for their fate: bursts of delight arose when, by any vicissitude of battle, or prompt expedient, a chance seemed to turn up in their favour, and the eager spectators were seen to wring their hands, and uttered groans of sympathy, when the transient hope was defeated, and the gal-

lant little frigate once more became an unresisting object of deliberate slaughter.

Though, from the distance and positions which the enemy chose, this battle was chiefly fought on our part by six twelve pounders only, yet great damage was done to the assailing ships. Their masts and yards were badly crippled, their hulls much cut up; the Phœbe, especially, received eighteen twelve pound shot below her water line, some three feet under water. Their loss in killed and wounded was not ascertained, but must have been severe; the first lieutenant of the Phœbe was killed, and captain Tucker, of the Cherub, was severely wounded. It was with some difficulty that the Phœbe and the Essex could be kept afloat until they anchored the next morning in the port of Valparaiso.

Much indignation has been expressed against commodore Hillyar for his violation of the laws of nations, and of his private agreement with captain Porter, by attacking him in the neutral waters of Valparaiso. His cautious attack with a vastly superior force, on a crippled ship, which, relying on his forbearance, had placed herself in a most defenceless situation, and which for six weeks previous had offered him fair fight, on advantageous terms, though it may reflect great credit on his prudence, yet certainly furnishes no triumph to a brave and generous mind.

Captain Porter and his crew were paroled, and permitted to return to the United States in the Essex junior, her armament being previously taken out. On arriving off the port of New York, they were

overhaled by the Saturn razee, the authority of commodore Hillyar to grant a passport was questioned, and the Essex junior detained. Captain Porter then told the boarding officer that he gave up his parole, and considered himself a prisoner of war, and as such should use all means of escape. In consequence of this threat the Essex junior was ordered to remain all night under the lee of the Saturn, but the next morning captain Porter put off in his boat, though thirty miles from shore; and, notwithstanding he was pursued by the Saturn, effected his escape, and landed safely on Long Island. His reception in the United States has been such as his great services and distinguished valour deserved. The various interesting and romantick rumours that had reached this country concerning him, during his cruise in the Pacifick, had excited the curiosity of the public to see this modern Sinbad. On arriving in New York his carriage was surrounded by the populace, who took out the horses, and dragged him, with shouts and acclamations, to his lodgings.

THE ALLIGATOR.

Towards the latter part of January, 1814, the United States schooner Alligator, mounting eight or ten guns, with a complement of forty men, was attacked in Stono river (six miles south of the channel

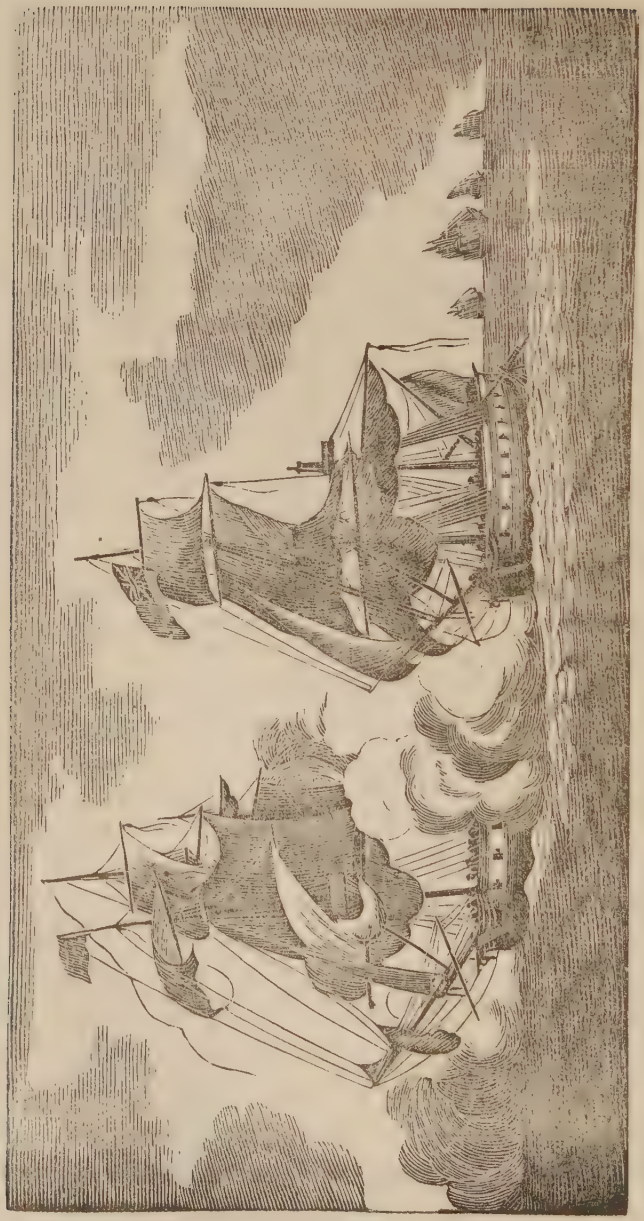
of Charleston, S. C.) by six boats from the enemy's squadron off the mouth of the river, having on board one hundred and forty men, and succeeded in beating them off, after a warm action of thirty minutes, in which the enemy suffered very severely. The loss on board the Alligator was two killed and two wounded. Great credit is due to her commander, sailing-master Dent, and crew, for defeating a force so greatly superior in numbers. The Alligator was afterwards lost in a severe gale, and twenty-three of her men drowned.

CRUISE OF COMMODORE RODGERS.

On the 18th of February, commodore Rodgers arrived at Sandy Hook, off New York, after a cruise of seventy-five days, during which he captured a number of British merchant vessels, and narrowly escaped at different times, a very superior force of the enemy.

PEACOCK AND EFERVIER.

On the 29th of April, in latitude 27 47, longitude 80 9, the United States sloop of war Peacock, captain Warrington, of twenty guns and one hundred and sixty men, captured, after an action of forty-two



PEACOCK AND LE EPERVIER.

minutes, the British brig Epervier of eighteen guns and one hundred and twenty-eight men, having on board one hundred and twenty thousand dollars in specie. The loss on board the Epervier was eight killed and thirteen wounded; among the latter was her first lieutenant, who lost an arm and received a severe splinter wound on the hip. Not a man in the Peacock was killed, and only two wounded; and the injury sustained by the vessel was so trifling that in fifteen minutes after the Epervier struck, she was ready for another action.

When the enemy struck, he had five feet of water in his hold, his main-top-mast was over the side, his main boom shot away, his foremast cut nearly in two and tottering, his bowsprit badly wounded, and forty-five shot holes in his hull, twenty of which were within a foot of his water line. By great exertions, the Epervier was got in sailing order in the course of the day.

On the 1st of May, the Epervier arrived at Savannah; and on the 4th, the Peacock reached the same place, after having been separated from her prize and chased for four or five days by a superior force of enemy's vessels.

The Peacock shortly sailed again, and arrived at New York toward the latter part of October, from a cruise of one hundred and forty-seven days, having made fourteen prizes, valued at four hundred and ninety-four thousand two hundred and twenty-two dollars; twelve of the prizes were burnt or sunk, and two made cartels for prisoners.

CRUISE OF THE WASP.—CAPTURE OF THE REIN DEER.

On the 1st of May, the United States sloop of war Wasp, of eighteen guns and one hundred and seventy-three men, captain Blakely commander, sailed from Portsmouth, N. H. on a cruise, and on the 28th of June, in latitude 48 36, longitude 11 15 after having made several captures, she fell in with engaged, and after an action of nineteen minutes, captured his Brittanick majesty's sloop of war Reindeer, William Manners, esquire, commander. The Reindeer mounted sixteen twenty-four pound carronades, two long six or nine pounders, and a shifting twelve pound carronade, with a complement on board of one hundred and eighteen men. She was literally cut to pieces in a line with her ports; her upper works, boats and spare spars were one complete wreck, and a breeze springing up the day after the action, her foremast went by the board; when the prisoners having been taken on board the Wasp, she was set on fire and soon blew up.

The loss on board the Reindeer was twenty-three killed and forty two wounded, her captain being among the former. On board the Wasp five were killed and twenty-one wounded. More than one half of the wounded enemy were, in consequence of the severity and extent of their wounds, put on board a Portuguese brig and sent to England.—The

loss of the Americans, although not as severe as that of the British, was owing, in a degree, to the proximity of the two vessels during the action, and the extreme smoothness of the sea, but chiefly in repelling boarders.

On the 8th of July, the Wasp put into L'Orient, France, after capturing an additional number of prizes, where she remained until the 27th of August, when she again sailed on a cruise. On the 1st of September she fell in with the British sloop of war Avon, of twenty guns, commanded by captain Abuthnot, and after an action of forty-five minutes, compelled her to surrender, her crew being nearly all killed or wounded. The guns were then ordered to be secured, and a boat lowered from the Wasp in order to take possession of the prize. In the act of lowering the boat, a second enemy's vessel was discovered astern and standing towards the Wasp. Captain Blakely immediately ordered his crew to their quarters, prepared every thing for action, and awaited her coming up. In a few minutes after, two additional sail were discovered bearing down upon the Wasp. Captain Blakely stood off with the expectation of drawing the first from its companions; but in this he was disappointed. She continued to approach until she came close to the stern of the Wasp, when she haled by the wind, fired her broadside, (which injured the Wasp but trifling,) and retraced her steps to join her consorts. Captain Blakely was now necessitated to abandon the Avon, which had by this time become a total wreck, and which

soon after sunk, the surviving part of her crew having barely time to escape to the other enemy's vessels.

On board the Avon forty were killed and sixty wounded. The loss sustained by the Wasp was two killed and one wounded.

The Wasp afterwards continued her cruise, making great havock among English merchant vessels and privateers, destroying an immense amount of the enemy's property. From the 1st of May until the 20th of September, she had captured fifteen vessels, most of which she destroyed.

LOSS OF THE PRESIDENT.

On the 14th of January, the frigate President, the command of which had been assigned to commodore Decatur, sailed from New York on a cruise. Owing to a mistake of the pilots, the ship, in going out, grounded on the bar, where she continued to strike heavy for an hour and a half. Several of her rudder braces being broken, and other material injury sustained, commodore Decatur thought it advisable to return to port, which, however, he was prevented from doing by the strong westerly winds. Having succeeded in forcing her over the bar, he shaped his course along the shore of Long Island for fifty miles,

and then S. E. by E. At five o'clock, three ships were discovered ahead. The commodore passed two miles to the northward of them. At daylight he discovered four ships in chase, one on each quarter, and two astern, the leading ship being a razee, which commenced a fire upon the President, but without effect. At meridian he found that he increased his distance from the razee; but the next ship astern, which was the Endymion, mounting fifty guns, twenty-four pounders, on the maindeck, had gained and continued to gain upon him considerably. All hands were occupied in lightening the ship by starting water cutting away anchors, throwing overboard provisions, cables, spars, boats, and every article that could be got at, and keeping the sails wet from the royals down. At three o'clock the enemy was joined by a brig, and was coming up with the President rapidly. The Endymion had approached within gunshot, and commenced a fire with her bow guns, which was returned from the stern of the President. At five o'clock, she obtained a position on the starboard quarter, within half point blank shot, on which commodore Decatur could not bring either his stern or quarter guns to bear. He remained in this position for half an hour, hoping that the enemy would close with him on his broadside, in which case he had prepared his men to board. The enemy, however, kept his position, and every fire cut some of the sails and rigging of the President. In was now dusk, and commodore Decatur altered his course, for the purpose of bringing the enemy abeam; and although

their ships astern were drawing up fast, he felt satisfied he should be able to throw his opponent out of the combat before they could come up; and was not without hopes of escaping. The enemy, however, kept off at the same instant. They continued engaged, steering south, with steering sails set, two hours and a half, when the Endymion was completely dismantled, and dropped entirely out of the action. The other ships of the squadron being in sight and almost within gunshot, commodore Decatur was of course compelled to abandon her. He then resumed his former course, to avoid, if possible, the remainder of the squadron, which he continued till eleven o'clock. At this time two fresh ships of the enemy, the Pomone and Tenedos, came up. The Pomone opened her fire upon the larboard bow, within musket shot; the Tenedos, about two cables length astern, taking a raking position on the quarter of the President. The other ships of the squadron, except the Endymion, were within gunshot. Thus situated with about one fifth of his crew killed and wounded, his ship crippled, and more than a four-fold force opposed to him, without a chance of escape left, commodore Decatur thought it his duty to surrender.

The loss on board the President was twenty-four killed and fifty-five wounded. Among the former were lieutenants Babbit, Hamilton and Howell. The loss of the enemy was not ascertained. The Endymion had on board in addition to her own crew, one lieutenant, one master's mate and fifty seamen, belonging to the Saturn, and when the action ceas-

ed, was left motionless and unmanageable, until she bent new sails, rove new rigging, and fished her spars; nor did she join the squadron till six hours after the action, and three hours after the surrender of the President.

Commodore Decatur, and a part of his crew were put on board the Endymion, and was carried to Bermuda. After remaining on the Island a few days, he was paroled, and sailed for the United States in the British frigate Narcissus.

The ships, composing the squadron in this action, were the Majestic, Endymion, Pomone, Tenedos, and Dispatch.

In his letter to the secretary of the navy, commodore Decatur says, "It is with emotions of pride I bear testimony to the gallantry and steadiness of every officer and man I had the honour to command on this occasion: and I feel satisfied, that the fact of their having beaten a force when equal to themselves, in the presence, and almost under the guns of so vastly superior a force, when, too, it was almost self-evident, that, whatever their exertions might be, they must ultimately be captured, will be taken as evidence of what they would have performed, had the force opposed to them been in any degree equal."

CAPTURE OF THE CYANE AND LEVANT.

On the evening of the 20th February, captain Stewart, of the United States frigate Constitution,

off the Island of Madeira, fell in with his Britannick majesty's ships of war Cyane and Levant, when a spirited action commenced.—In forty minutes the Cyane struck her colours, being much cut up, and the Levant endeavoured to escape. The Constitution, after manning the prize, pursued the Levant; and in half an hour came up with her, when she soon surrendered.

The Levant mounted twenty-one guns, eighteen of which were thirty-two pound carronades, and her crew consisted of one hundred and sixty officers, seamen and marines, commanded by captain Douglass. Her loss in killed was twenty-three, and wounded sixteen.

The Cyane mounted thirty-four guns, (twenty-two thirty-two pound carronades, ten eighteen pound do. and two long nine pounders,) and her crew consisted of one hundred and sixty-eight officers, seamen and marines, commanded by captain Falcon. Her loss in killed was twelve, and wounded twenty-six.

The Constitution received but little injury; her loss in killed was three, and wounded twelve.

On the 9th of March the Constitution with her two prizes anchored off the Isle of May, (one of the Cape-de-Verd Islands.)—On the 10th she got under way, and made sail for St. Jago, where she anchored. On the 12th, captain Stewart discovered three British frigates standing for Port Praya; and considering the little respect heretofore paid by British vessels to neutral waters, he deemed it expedient to get under way. Signals were accordingly made

CONSTITUTION, CYANE AND LEVANT.

for this purpose, when the Portuguese opened a fire upon captain Stewart from several of their batteries and the British frigates discovering the movements of our vessels, gave immediate chase. After continuing the chase for three or four hours, they succeeded in separating the Levant from the other vessels, when she tacked and stood for the harbour, her commanding officer, lieutenant Ballard, hoping the neutrality of the port might protect him: but in this he was disappointed. For after anchoring in four fathom water, and within one hundred and fifty yards of the shore, he was wantonly attacked by the British frigates, (which had chased him in) when, finding all further resistance vain, he was compelled to strike his colours.

On the 8th of April, the Cyane, commanded by lieutenant Hoffman, arrived in safety at New York; and on the 15th of May captain Stewart arrived at the same place in the Constitution, after a cruise of about five months—having heard of the ratification of a treaty of peace between Great Britain and America about a fortnight previous to his arrival.

The following particulars of the capture of the Cyane and Levant, of the escape of the Constitution with one of them and the subsequent recapture of the other by a British fleet, are given by captain Stewart, in his official letter, and may perhaps be more gratifying to the nautical reader, than our preceding brief relation.

Minutes of the action between the United States frigate Constitution and his majesty's ships Cyane and Levant, on the 20th February, 1815.

Commences with light breezes from the east, and cloudy weather. At one P. M. discovered a sail two points on the larboard bow—hauled up, and made sail in chase. At a quarter past one, made the sail to be a ship; at three quarters past one, discovered another sail ahead; made them out, at two, to be both ships, standing close hauled, with their starboard tacks on board; at four, the weathermost ship made signals, and bore up for her consort, then about ten miles to leeward; we bore up after her, and set lower top-mast, top-gallant and royal studding sails, in chase; at half past four, carried away our main royal-mast; took in the sails, and got another prepared. At five, commenced firing on the chase from our two larboard bow guns; our shot falling short, ceased firing: at half past five, finding it impossible to prevent their junction, cleared ship for action, then about four miles from the two ships; and forty minutes past five, they passed within hail of each other, and hauled by the wind on the starboard tack, hauled up their courses, and prepared to receive us: at forty-five minutes past five, they made all sail close hauled by the wind, in hopes of getting to windward of us. at fifty-five minutes past five, finding themselves disappointed in their object, and we were closing with them fast, they shortened sail, and formed on a line of wind, about half a cable's length of each other: at six, having them under command of our battery,

hoisted our colours, which was answered by both ships hoisting English ensigns: at five minutes past six, ranged up on the starboard side of the sternmost ship, about three hundred yards distant, and commenced the action by broadsides, both ships returning our fire with great spirit for about fifteen minutes; then the fire of the enemy beginning to slacken, and the great column of smoke collected under our lee, induced us to cease our fire to ascertain their positions and conditions: in about three minutes, the smoke clearing away, we found ourselves abreast of the headmost ship, the sternmost ship luffed up for our larboard quarter; we poured a broadside into the headmost ship, and then braced aback our main and mizzen-top-sails, and backed astern under cover of the smoke, abreast the sternmost ship, when the action was continued with spirit and considerable effect, until thirty-five minutes past six, when the enemy's fire again slackened and we discovered the headmost bearing up; filled our topsails, shot ahead, and gave her two stern rakes; we then discovered the sternmost ship wearing also; wore ship immediately after her, and gave her a stern rake—she luffed to on our starboard bows, and gave us her larboard broadside: we ranged up on her larboard quarter, within hail, and were about to give her our starboard broadside, when she struck her colours, fired a lee gun, and yielded. At fifty minutes past six, took possession of his majesty's ship Cyane, captain Gordon Falcon, mounting thirty-four guns. At eight, filled away after her

consort, which was still in sight to leeward. At half past eight, found her standing towards us, with her starboard tacks close hauled, with top-gallant sails-set, and colours flying. At five minutes past eight, ranged close along side to windward of her on opposite tacks, and exchanged broadsides—wore immediately under her stern, and raked her with a broadside: she then crowded all sail, and endeavoured to escape by running—hauled on board our tacks, set spanker, and flying jib in chase. At half past nine, commenced firing on her from our starboard bow chaser; gave her several shot, which cut her spars and rigging considerably. At ten, finding she could not escape, fired a gun, struck her colours, and yielded. We immediately took possession of his majesty's ship Levant, honourable captain George Douglass, mounting twenty-one guns. At one A. M. the damages of our rigging were repaired, sails shifted, and the ship in fighting condition."

Minutes of the chase of the United States frigate Constitution, by an English squadron of three ships, from out the harbour of Port Praya, island of St. Jago:—

Commences with fresh breezes and thick foggy weather. At five minutes past twelve, discovered a large ship through the fog, standing in for Port Praya. At eight minutes past twelve, discovered two other large ships astern of her, also standing in for the port. From their general appearance supposed them to be one of the enemy's squadrons, and from the

little respect hitherto paid by them to neutral waters, I deemed it most prudent to put to sea. The signal was made to the Cyane and Levant to get under way. At twelve minutes past twelve, with our top sails set we cut our cable and got under way, (when the Portuguese opened a fire on us from several of their batteries on shore) the prize ships following our motions, and stood out of the harbour of Port Praya, close under East Point, passing the enemy's squadron about gunshot to windward of them; crossed our top-gallant yards, and set foresail, mainsail, spanker, flying-jib and top-gallant sails. The enemy seeing us under way, tacked ship and made all sail in chase of us. As far as we could judge of their rates, from the thickness of the weather, supposed them two ships of the line and one frigate. At half pas twelve, cut away the boats towing astern—first cutter and gig. At one P. M. found our sailing about equal with the ships on our lee quarter, but the frigate luffing up, gaining our wake, and rather dropping astern of us; finding the Cyane dropping astern and to leeward, and the frigate gaining on her fast, I found it impossible to save her if she continued on the same course, without having the Constitution brought to action by their whole force. I made the signal at ten minutes past one, to her to tack ship, which was complied with. This manœuvre, I conceived, would detach one of the enemy's ships in pursuit of her, while at the same time, from her position, she would be enabled to reach the anchorage at Port Praya, before the detached ship could come up with her; but

if they did not tack after her, it would afford her an opportunity to double their rear, and make her escape before the wind. They all continued in full chase of the Levant and this ship; the ship on our lee quarter firing broadsides, by divisions—her shot falling short of us. At three, by our having dropped the Levant considerably, her situation became (from the position of the enemy's frigate) similar to the Cyane. It became necessary to separate also from the Levant, or risk this ship being brought to action to cover her. I made the signal at five minutes past three for her to tack, which was complied with. At twelve minutes past three, the whole of the enemy's squadron tacked in pursuit of the Levant, and gave up the pursuit of this ship. This sacrifice of the Levant became necessary for the preservation of the Constitution. Sailing master Hixon, midshipman Varnum, one boatswain's mate, and twelve men, were absent on duty in the fifth cutter, to bring the cartel brig under our stern.

BLOCKADE OF CHESAPEAKE AND DELAWARE BAYS.

The British government declared the Chesapeake and Delaware bays to be in a state of blockade. In the early part of the year, a squadron under the

command of admiral Warren, was sent to the entrance of the Chesapeake to enforce this blockade.

The first interesting event this blockade gave rise to, was the affair of the Lottery. This vessel mounted six guns, and had a crew of thirty-five men. In sailing out of the Chesapeake, in the month of February, she was attacked by nine large British boats, having on board two hundred and forty well armed men. She sustained their united attack upwards of an hour and a half, when the British succeeded in boarding her, and pulled down her colours. The loss of the British exceeded the number of the Lottery.

On the 3d of April, the privateer Dolphin of Baltimore, was captured after a long and gallant resistance, by a number of barges and launches, belonging to the blockading squadron. The British finally succeeded in capturing her, by boarding and overpowering her crew by superior numbers.

About the middle of May, a party of the British blockading squadron, sailed up to the head of the Chesapeake bay, where they captured and destroyed a number of small vessels.

About the commencement of May, a large party of British marines and sailors, under the command of rear admiral Cockburn, successfully attacked the villages of Frenchtown, Havre-de-grace, Georgetown and Fredericktown. These places were situated near the head of the Chesapeake, and contained but few inhabitants. They of course could make but little resistance against a numerous body of assail-

ants. The destruction committed by the British in those places was wanton in the extreme. The houses were set on fire. The furniture and other property of the inhabitants were either destroyed or conveyed on board their vessels. The squadron soon after returned down the Chesapeake.

On the 20th of June, commodore Cassin fitted out an expedition against some of the blockading frigates then in the vicinity of Crany Island. Fifteen gun boats were selected for this purpose and put under the command of captain Tarbell. The attack was commenced from the gun boats upon a frigate about three quarters of a mile distant. Two other British frigates were in sight. The frigate sustained considerable injury, and would have been captured by the gun boats had not a breeze sprung up which enabled the other two vessels to come to her assistance. The action however continued an hour and a half with the three frigates. Only one American was killed, and some others slightly wounded.

On the 22d of June, about three thousand British attempted to land on Crany Island, but were repulsed. Three of their barges were sunk: one of them, belonging to admiral Warren's ship had seventy-five men in her, the greater part of whom were drowned; a number of prisoners were taken. Many of the enemy also deserted. The American troops on the island consisted of about five hundred land troops under the command of lieutenant-colonel Beaty, and one hundred and fifty marines, and sailors, under the

command of lieutenants Neale, Shubrick, Saunders, and Brackenridge.

On the 25th of June, about two thousand five hundred British attacked the town of Hampton. The American force stationed there amounted to about four hundred, under the command of major Crutchfield. This small body of Americans opposed the very superior British force, with the utmost gallantry for a considerable time, when, overcome by numbers, they retreated, and the British took possession of Hampton, where the most inhuman and shocking acts were committed by them. Several of the defenceless and unfortunate females that remained in the place suffered every indecency and violence. Property to a large amount was most wantonly destroyed.

On the 14th of July the United States schooner Asp, of three guns and twenty-one men, in the Chesapeake bay, being attacked by several British vessels, ran up a creek, whither she was pursued by three boats, well manned and armed; but the assailants were soon compelled to retreat. After the lapse of an hour, the Asp was again attacked by five boats, the crews of which succeeded in boarding her. The crew of the Asp retreated on shore. The British set fire to the vessel and left her. The fire however was extinguished by the Americans. The loss of the latter in killed and wounded amounted to ten.

On the 18th of July, an attempt was made in the Chesapeake bay, to blow up the Plantaganet, a seventy-four, by means of a torpedo. Mr. Mix, the

projector of the scheme, had approached within forty fathoms of her, and dropped the torpedo; when he was hailed by one of the British guard boats. He instantly drew his machine into the boat and escaped. On the following night he made a second attempt, but was again discovered. In the night of the 20th, he made a third attempt, and got within fifteen yards of the ship's bow, and directly under her jib-boom, where he continued fifteen minutes making preparations, when a sentinel from the forecastle hailed "Boat ahoy." The sentinel not being answered, fired his musket at the now retreating adventurer, to which a rapid discharge of small arms succeeded. Blue lights were resorted to in order to find out the position of the boat, but failed. Rockets were then thrown which illumined the water to a considerable extent, and discovered the boat. A heavy discharge of cannon immediately commenced. The Plantaganet slipped her cable, made some sail, while her boats were sent in pursuit. But the daring American escaped unhurt. Unsuccessful attempts were made the three following nights. But on the 24th Mr. Mix took his position within one hundred yards of the Plantaganet, and in a direction with her larboard bow. The machine was dropped into the water, and the same moment the sentinel cried "All's well:" the tide swept it towards the vessel, but it exploded a few seconds too soon. A column of water fifty feet in circumference was thrown up thirty or forty feet. Its appearance was a vivid red, tinged with purple at the sides. The

summit of the column burst with a tremendous explosion, and fell on the deck of the Plantaganet in torrents, while she rolled into the yawning chasm below, and nearly upset. She however received but little injury.

In the month of July, the blockading squadron again sailed up the Chesapeake and entered the Potomac: they however effected nothing. Soon after returning out of the river they sailed toward the head of the Chesapeake. They landed on Kent Island, where they remained for some time, when they again returned down the bay.

On the 6th of April the blockading squadron in the Delaware bay commenced a cannonade on Lewistown, the inhabitants of which had refused complying with an order of the English commodore, to supply the squadron with provisions. The cannonade lasted about twenty-two hours: a number of eighteen and thirty-two pound shot were fired, likewise shells and Congreve rockets; but produced little or no effect—not a life was lost. The inhabitants of the place were prompt in repelling every attempt to land.

On the 27th of July, one of the United States gun boats was captured in the Delaware by a superior force, after a very gallant defence, in which the British had seven men killed and twelve wounded.*

* Clark's Naval History, vol. i. p. 194—197.

GUN BOAT ACTION

On the 19th of May, commodore Lewis, commanding the United States flotilla on the New York station, discovered the enemy in pursuit of a brig under American colours standing for Sandy Hook; when he ordered a detachment of eleven gun boats to proceed to sea and pass between the chase and the enemy, by which means to bring him to action, and give opportunity to the chase to escape—all which was effected; and the enemy, after receiving the fire of the boats bore away.

On the 23d, commodore Lewis engaged the enemy, before New London, and opened a passage for forty sail of coasting vessels; the action lasted three hours, in which the flotilla suffered very little, and night coming on, the action ceased. The enemy's force consisted of two ships and a sloop of war, and from appearance suffered severely, as he was unwilling to renew the action next morning.

EVENTS ON LAKE ERIE.

On the morning of the 8th of October, 1812, two British vessels, the Detroit and the Caledonia, came down Lake Erie, and anchored under the guns of

the British fort Erie. Lieutenant Elliot, of the United States navy, who, at that time superintended the naval affairs on lake Erie, determined to attack, and if possible, to possess himself of them.

About this time, a number of seamen were marching from the sea shore to the lake. Early the day before the intended attack, he despatched a messenger to hasten them forward. They arrived about twelve o'clock; but he discovered that they had only twenty pistols, and neither cutlasses nor battleaxes. On application to general Smyth, he was supplied with a few arms: and about fifty men were detached from the regulars, armed with muskets.

By four o'clock in the afternoon, lieutenant Elliot had his men selected and stationed in two boats, fifty in each. At one o'clock on the following morning, he put off from the mouth of Buffalo creek, under very disadvantageous circumstances, his men having scarcely had time to refresh themselves after a fatiguing march of five hundred miles. At three o'clock he came along side the British vessels. In the space of ten minutes he got possession of them, had secured the crews as prisoners, and had them under way. The wind, unfortunately, was not sufficiently strong to carry them against a rapid current into the lake, where, he was informed, another vessel lay at anchor. He was obliged in running down the river, to pass the British forts, under a heavy fire of round, grape and cannister shot, from a number of pieces of heavy ordnance, and several pieces of flying artillery. Lieutenant Elliot was compelled to anchor at

a distance of about four hundred yards from two of their batteries. After the discharge of the first gun he hailed the British officer, and observed to him, that if another gun were fired he would bring the prisoners on deck and expose them to the same fate with the Americans. But, notwithstanding they continued to keep up a constant and destructive fire a moment's reflection determined him not to commit an act of such barbarity. The Caledonia had been beached in as safe a position as circumstances would admit of, under one of the American batteries at Black Rock.

Lieutenant Elliot now brought all the guns of his vessel on her side next the enemy, and a fire was kept up until all his ammunition was expended. During the contest he endeavoured to get the Detroit on the American side, but did not succeed. He then determined to drift down the river, out of reach of the British Batteries, and make a stand against their flying artillery. He accordingly ordered the cable to be cut, and made sail with a very light breeze. At this moment he discovered that his pilot had abandoned him. He dropped astern for about ten minutes, when he was brought up on Squaw island, near the American shore. A boat with prisoners was sent on shore; but, owing to the difficulty it met with did not return. He, however, with the remainder of the prisoners and crew, succeeded in getting on shore.

About eleven o'clock next morning, a company of British regulars from fort Erie, boarded the Detroit.

to destroy the military stores with which she was principally laden. But they were dislodged by a detachment of volunteers under the command of major Cyrenus Chapin. About three o'clock in the afternoon of the same day, the British a second time attempted to board the Detroit; but were again repulsed.

The Detroit mounted six long six pounders, and had a crew of fifty-six men. About thirty American prisoners were on board her. She was burnt by the Americans after they had taken the greater part of the stores out of her. The Caledonia mounted two small guns, and had a crew of twelve men. She had on board a cargo of furs, estimated at about one hundred and fifty thousand dollars.

In March 1813, captain Perry arrived at the port of Erie, to take command of the fleet there fitting out.

During the summer the following American vessels were equipped on lake Erie.

	Guns.	Commanders.
Brig Lawrence	20	O. H. Perry.
Niagara	20	J. D. Elliot.
Caledonia	3	Turner.
Schr. Ariel	4	Packet.
Scorpion	2	Champlin.
Somers	2 & 2 swivels	Alney.
Tigress	1	Conklin
Porcupine	1	Lendt.
Trippe	1	Smith.
Ohio	1	Dobbin.
	55 guns.	

The British fleet under the command of commodore Barclay, consisted of the following vessels.

	Guns.	Howitzers.
Ship Detroit	19	2
Queen Charlotte	17	1
Schr. Lady Prevost	13	1
Brig Hunter	10	
Sloop Little Belt	3	
Schr. Chippeway	1	
	63 guns.	

On the morning of the tenth of September the British fleet was discovered by commodore Perry from Put in Bay, where he then lay at anchor. Commodore Perry immediately got under way with his squadron, and stood for the British fleet. The wind at that time was light from southwest. At fifteen minutes before twelve, the British commenced firing: and at five minutes before twelve, the action commenced on the part of the Americans. As the fire of the British, owing to their long guns, was very severe upon the Americans, and was principally directed at the Lawrence, commodore Perry resolved to close with them: he accordingly made sail, and ordered the other vessels to follow. Every brace and bowline of the Lawrence being shot away, she became unmanageable, notwithstanding the great exertions of the sailing master. In this situation she sustained the action, within cannister distance, upwards of two hours, until every gun was rendered

useless, and the greater part of her crew either killed or wounded.

After a display of skill and gallantry, which, alone, would have been sufficient to have immortalized commodore Perry—after defending his vessel against a far superior force, to the very last extremity, this illustrious hero, at a critical moment, when, to almost any other mind, the contest would have appeared hopeless, resolved to save his country's honour, or perish in the attempt. He therefore quitted the Lawrence in an open boat, and rowed off for the Niagara, to make one more display of his heroism and talents. In his passage, there was no less than three broadsides fired at him by the British vessels, which he passed. Heaven interposed its protecting arm. He escaped the apparently inevitable destruction. He reached the Niagara in safety, and a breeze springing up, enabled captain Elliot, who commanded that vessel, to bring her into close action in a very gallant manner. Captain Elliot anticipated the commodore's desires by volunteering to bring the schooners, which had, by the lightness of the wind, been kept astern, into close action. Some time after commodore Perry had left the Lawrence her flag was lowered; for having been so long exposed to nearly the whole fire of the British fleet, she was almost cut to pieces; and the chief part of her crew disabled, only eight men remaining capable of doing duty. The British however were not in a state to take possession of her, and circumstances soon permitted her flag to be again hoisted. At forty-five minutes past

two, the signal was made for close action. As the Niagara was very little injured, commodore Perry determined to pass through the enemy's line with her. He accordingly bore up, and passed ahead of their two ships and a brig, giving a raking fire to them from his larboard side, at half pistol shot distance. The smaller vessels were by this time within grape and cannister distance, under the direction of captain Elliot. The severe and well directed fire from them and the Niagara, forced the two ships, the brig, and a schooner to surrender. A sloop and schooner attempted to escape, but were overtaken and captured.

The Lawrence was so completely cut up, that after the action, she was sent to Erie to be dismantled. Lieutenant Yarnell, upon whom the command of the Lawrence devolved after the commodore left her, refused to quit the deck though several times wounded. Lieutenant Brooke of the marines, and midshipman Saul, were both killed on board the Lawrence. As the surgeon of this vessel was stooping, in the act of dressing or examining a wound, a ball passed through the ship a few inches from his head, which, had it been erect must have been taken off. Mr. Hambleton, purser, distinguished himself, and towards the close of the action was severely wounded.

On board the Niagara, lieutenants Smith and Edwards and midshipman Webster behaved in a very handsome manner. Captain Brevoort of the army, who, with the men under his command, had volun-

teered, to act as marines, did great execution with his musketry. Lieutenant Turner, who commanded the Caledonia, brought his vessel into action in the most gallant style. The Ariel, lieutenant Packet, and Scorpion, sailing master Champlin, got early into the action, and were of great service. The purser Magrath performed essential service. Captain Elliot particularly distinguished himself by his exertion and skill.

The following is an estimate of the killed and wounded on board the American fleet.

	Killed.	Wounded.	Total.
Lawrence	22	61	83
Niagara	2	25	27
Caledonia		3	3
Somers		2	2
Ariel	1	3	4
Trippe		2	2
Scorpion	2		2
	27	96	123

Of the British fleet the captain and first lieutenant of the Queen Charlotte, were killed. Commodore Barclay of the Lady Prevost was severely wounded, and lost his hand. The loss of the British in killed and wounded has been estimated at one hundred and sixty.

The rejoicing at this victory in the United States, was extremely great. All the principal towns were illuminated.*

* Clark's Naval History, vol. i. p. 217—222.

EVENTS ON LAKE ONTARIO.

For a long time previous to the war, the British had been actively employed in equipping vessels of war on lake Ontario. On the 19th of July 1812, soon after the declaration of war reached Sackett's harbour, lieutenant Woolsey, of the American brig Oneida, then lying in Sackett's harbour, discovered from the mast head five sail of British armed vessels namely, the Royal George, of twenty-four guns ; the Prince Regent, a new ship carrying upwards of twenty guns, the Earl Moira of twenty, the Seneca of eight, the other unknown. They were about five leagues distant, beating up for the harbour with the wind ahead. The troops were immediately called to arms and despatches sent for the troops in the vicinity, who assembled, to the amount of nearly three thousand. Soon after sunrise the Prince Regent brought to, and captured the custom house boat, about seven miles from the harbour. The crew of the boat were set on shore, with a message to colonel Belleyer, the commandant at the harbour, demanding the surrender of the Oneida, and the late British schooner Nelson, seized for a breach of the revenue laws, and then fitting out as an armed vessel. In case of refusal, the British threatened to burn the village, and lay the inhabitants under contribution.

Soon after this lieutenant Woolsey left the harbour in the Oneida, and ran down within a league of the British. But he soon returned, and moored his vessel

in a line with a land battery lately erected. Lieutenant Woolsey then left his vessel, in order to direct the guns of the land battery. By this time the British fleet had arrived within gunshot. The Royal George, as flag ship, was ahead. A brisk firing commenced on both sides, and continued upwards of two hours. The Royal George and Prince Regent were much injured. As the former was veering to give a broadside, a shot from an American thirty-two pounder, was observed to strike her and completely rake her. Soon after this the squadron bore away for Kingston. None of the Americans were injured.

On the 31st of July, the Julia, carrying three guns was attacked by the British armed vessels Earl Moira, of sixteen guns, and the Duke of Gloucester of ten, at the entrance of the St. Lawrence, and beat them both off.

In September, captain Isaac Chauncey was appointed to command the American fleet on lake Ontario, then lying in Sackett's harbour, where he arrived in the month of October. In the early part of November, he sailed with his fleet from Sackett's harbour: the aggregate of guns of the American vessels amounted to forty, their crews to four hundred and thirty men; that of the British to one hundred and eight guns, and their crews to eight hundred and ninety men.

On the 8th, commodore Chauncey fell in with the Royal George, and chased her into Quinte Bay; where he lost sight of her in the night; but on the morning of the 9th, she was perceived lying in

Kingston channel. She was immediately followed into the harbour of Kingston. He there engaged her while exposed to the fire of the land batteries, for upwards of an hour and a quarter. Night coming on he haled off with the intention of renewing the attack next morning; but this the weather prevented.

On the 10th, the commodore fell in with the Governor Simcoe, which however succeeded in escaping into the harbour of Kingston. In passing through the bay of Quinte, two British trading vessels were captured. On the 12th he returned to Sackett's harbour.

On the 26th of November, the ship Madison was launched at Sackett's harbour.

In the spring of the year 1813, the United States had the following vessels equipped on lake Ontario

	Guns
Ship Madison	24
Brig Oneida	18
Schooner Governor Tompkins	6
Hamilton	9
Julia	2
Elizabeth	2
Lady of the Lake	3
Conquest	8
Growler	5
Pert	3
Fair American	4
Ontario	1
Scourge	8
	93

Also the Mary, bombvessel. During the summer the General Pike of thirty-two guns, was added to the fleet.

The British fleet in the spring consisted of the following vessels:

	Guns.
The frigate General Wolfe	36
Ship Royal George	22
Prince Regent	16
Brig Earl Moira	12

Seven schooners of from four to eight guns each.

On the 25th of April the American fleet, under commodore Chauncey, left Sackett's harbour for the purpose of conveying the expedition, under the command of major general Dearborn, against the British post at York. At this place the fleet arrived on the 27th. The landing of the troops was covered in a masterly manner by the commodore. The Americans succeeded in their attack upon the town: but unfortunately, the ever to be lamented brigadier general Pike, was killed by explosion. A midshipman and some seamen of the fleet were killed.

Commodore Chauncey, after having returned to Sackett's harbour from York, again sailed, on the 22d of May for the purpose of co-operating in the reduction of the British fort George, which was attacked on the 28th. The vessels of the American squadron were judiciously stationed to cover the landing of the troops, and to silence the land batteries of the British; in the latter they soon succeeded; when a landing was effected, and the fort taken

Captain Perry had come down from lake Erie, and was in this engagement. He rendered particular service to the commodore by assisting in arranging and superintending the debarkation of the troops, On board the fleet only one man was killed, and two wounded.

On the 29th of May, during the absence of the American fleet, the British fleet, consisting of the Wolfe, Royal George, Prince Regent, Earl Moira, two armed schooners, and a number of gun boats, with a detachment of the British army, from Kingston, attacked Sackett's harbour; they were however gallantly repulsed by the troops under the command of brigadier general Brown. A few days after this affair the American fleet returned to Sackett's harbour.

In the latter part of July, commodore Chauncey left Sackett's harbour with his fleet, and on the 27th of the same month arrived off Niagara. Having there taken about two hundred and fifty infantry on board, he set sail. It had been resolved to attack an encampment of the British; but the latter being in greater force than had been supposed, the attempt was abandoned; and the fleet proceeded to York, where the marines and soldiers were landed, under colonel Scott. A very considerable quantity of British stores were either destroyed or conveyed on board the fleet. The barracks and publick store houses were burnt The fleet then returned to Niagara.

On the 7th of August at daylight, the British fleet, consisting of two ships, two brigs, and two large

schooners, were discovered bearing w. n. w. They were about five or six miles distant, and the wind at west. Commodore Chauncey, having passed the leeward of the British line, and abreast of their van ship, the Wolfe, hoisted American colours; and fired a few guns to ascertain whether the British vessels could be reached by his shot. But discovering that they fell short, he wore and haled upon a wind on the starboard tack. The rearmost of the American schooners was then about six miles astern. The British wore in succession; and haled upon a wind on the same tack; but perceiving the Americans would be enabled to weather them upon the next tack, they tacked, and made all sail to the northward. As soon as the rear vessels of the American squadron could reach the wake of the British, they tacked, and made all sail in chase. In the afternoon the wind became very light, and towards night a calm succeeded. The American schooners used their sweeps all the afternoon, in endeavours to close with the British, but without success. Late in the afternoon commodore Chauncey made the signal of recall, and formed in close order. During the night, the wind was from the westward; and after midnight squally. All hands were kept at quarters, and the vessels beat to windward, in expectation of gaining the wind of the British. During the night the two best American schooners were upset, in a heavy squall of wind, and sunk. Only sixteen persons were saved from them; all the rest perished. The names of the schooners were the Hamilton and Scourge,

mounting together nineteen guns. This accident gave the British a decided superiority. Commodore Chauncey expected the British would take advantage of this superiority; and the more so as by a change of wind they were brought right to windward of him. He accordingly formed his line upon the lar board tack, and hove to. Soon after the British bore up and set studding sails, apparently with the intention of bringing the Americans to action. When they had approached within four miles, they brought to on the starboard tack. The Americans then wore, and brought to, on the same tack. Commodore Chauncey perceiving the British did not intend bringing him to action, edged away towards the shore, in order to take advantage of the land breeze in the afternoon. It soon after became calm, when he directed his schooners to sweep up and engage the British. About noon a light breeze blew from the eastward. The commodore then took the Oneida in tow, and made sail towards the British. When the van of the American schooners was within one and a half or two miles of the rear of the British, the wind shifted to the westward, which again brought the latter to windward; when they bore up to the American schooners in order to cut them off, before they could be rejoined by commodore Chauncey. But the schooners succeeded in returning to their station. The British being thus foiled in their attempt upon the schooners, haled their wind, and hove to. The weather becoming very squally, commodore Chauncey resolved to run in towards Niagara. The crews

of the squadron were nearly forty-eight hours at quarters. A detachment of one hundred and fifty soldiers was received on board the American fleet from Niagara, to act as marines. On the following morning the British fleet was discovered bearing north. The American commodore immediately weighed anchor, and stood for them. The winds were light and variable, and by twelve o'clock were quite calm. At five, a fresh breeze blew from the north; the British fleet then bearing north, about four or five leagues distant. The vessels of the American fleet wore in succession, and haled upon a wind on the larboard tack. At sunset, the British bore N. W. by N. on the starboard tack. The wind changing towards the westward, the American commodore stood to the northward all night in order to gain the north shore. At daybreak he tacked to the westward, the wind having then changed to N. N. W. Soon after which he discovered the British fleet, bearing S. W. The commodore made all sail in chase with the Asp, Madison, and Fair American in tow. To his great disappointment, the wind about twelve o'clock changed to W. S. W. which again brought the British to windward. The commodore tacked to the northward; but at three o'clock, the wind inclining to the north, he wore to south and west, and made signal for the fleet to make all sail. At four, the British bore S. S. W. The Americans steered after them. At five, the former were becalmed under the land; while the latter neared them very fast with a fine breeze from N. N. W. At six, the Americans

formed in line within four miles of the British, the wind being then very light. At seven the wind changed to s. w. blew a fresh breeze. This placed the British to windward. The American commodore then tacked, and haled upon a wind on the larboard tack, under easy sail, the British standing after him. At nine in the evening, the British were within double gun shot of the rear of the Americans. They then wore to the southward. Commodore Chauncey stood to the north under easy sail, with his fleet formed in two lines: a part of the schooners formed the weather line. They were ordered to commence the fire upon the British as soon as the shot of the latter should take effect; and, as they approached, to edge down upon the American line to leeward, pass through the intervals, and form to leeward. At half past ten, the British tacked, and stood after the Americans. At eleven o'clock the rear of the American line opened a brisk fire upon the British, and in the course of fifteen minutes the fire became general along the weather line of the Americans. At half past eleven this line bore up, and passed to leeward, except the Growler and Julia. These two vessels tacked to the south, which brought the British between them and their commodore. The latter filled his main-topsail, and edged away two points to lead the British down; this he did in order to engage them to greater advantage, and to lead them from the Growler and Julia. They however kept their wind until they separated these two last mentioned vessels from the rest of the American squadron. As

they passed the General Pike, a few shots were exchanged without doing any injury. While the British were in chase of the two schooners, the commodore tacked and stood after them until midnight when he was forced to give over the pursuit to rejoin his squadron, then to leeward. Their line was now formed on the starboard tack. The firing continued between the two American schooners and the British fleet until one o'clock, when the former were captured. Soon after this, the American fleet being nearly destitute of provisions, returned to Sackett's harbour.

During a cruise in the early part of September, commodore Chauncey fell in with the British fleet and chased them all round the lake, when they put into Amherst bay, after having received considerable injury from the fire of the Americans. This bay was so little known to the American pilots, that they were unwilling to take the fleet in. Sir James Yeo, commander of the British fleet, had a superiority over the American commodore, both in guns and men. His vessel also sailed better than the American.

Commodore Chauncey blockaded the British fleet in Amherst bay for four days, when the wind blowing heavy from the westward, they succeeded in getting into Kingston: upon which the commodore returned to Sackett's harbour, where he remained only a few hours, and on the 18th of September sailed for Niagara, where he arrived on the 24th.

Commodore Chauncey having ascertained that the British squadron was in York bay, sailed from Niagara. On the 27th, in the evening, owing to the extreme darkness of the night a part of his squadron separated, and did not join him until next morning. On the same day, the British fleet was discovered under way in York bay. The American squadron sailed for them with three schooners in tow. But on the British perceiving the design of the Americans to engage them, they tacked, and stood out of the bay, the wind being then at east. The American commodore formed his line, and ran down for their centre. As soon, however, as he had approached within three miles, they made all sail to the southward. The vessels of the American squadron wore in succession, and stood on the same tack with the British, and edged down gradually in order to close. At ten, past meridian, the British perceiving the Americans closing fast with them, and that they must either risk an action, or suffer their two rear vessels to be cut off, they tacked in succession, beginning at the van, hoisted their colours, and commenced a well directed fire at the Pike. This they did with a view to cover their rear; and, while passing to leeward, to attack the rear of the Americans. This commodore Chauncey frustrated by bearing up in succession, with the line preserved, for the centre of the British, as soon as their leading ship, the Wolfe, had passed the centre of her line, and was abeam of the American. This manœuvre not only covered the American rear, but also threw the Brit-

ish in confusion. They immediately bore away; but the Americans had closed so near as to be enabled to bring their guns to bear with effect, and in twenty minutes after, the main and mizzen-topmast, and the main yard of the British frigate Wolfe, was shot away. This vessel immediately put before the wind, with all sail set upon her foremast. The American commodore made signal for the fleet to crowd all sail in pursuit: but as the Wolfe kept right before the wind, she was enabled to outsail the American squadron, and experienced no retardment from the loss of her main and mizzen-topmast. The Americans continued the chase until near three o'clock. The Pike, with the Asp in tow, kept within point blank shot of the British during the chase, and sustained the whole of their fire. Prudence forbade any further pursuit on the part of the Americans. The Pike was much injured, owing to her being so long exposed to the fire of the whole British fleet. The most serious injury, however, she received from the bursting of a gun, which killed and wounded twenty-two men. The Governor Tompkins lost her foremast. The American fleet returned to Niagara.

On the 2d of October, commodore Chauncey again proceeded in quest of the British fleet. He discovered them steering a course for Niagara, with studding sails, and all sails set, the wind being from the south and westward. The commodore made all sail in chase, but as soon as his vessels were discovered by the British, they took in studding sails and haled upon a wind to the westward, and made all sail from

the Americans. The wind being light all day, little progress was made against the current. By sun down, the British were off Twenty Mile Creek, and had got a considerable distance from the Americans. At daylight, the British were perceived at anchor. but as soon as they saw the American squadron, they weighed and made all sail to the west. The wind was from south to southwest and squally. The American commodore made all sail in chase, and continued it the whole day. At sundown, the British could scarcely be perceived from the mast head of the American vessels. On the following morning the British fleet was out of sight. Commodore Chauncey then steered for the Ducks, with a view of intercepting the British fleet on its return, should it have gone down the lake. The wind increased to a strong gale from the northward and westward, and continued during the whole day. At three o'clock in the afternoon of the 5th, seven sail were discovered near the False Ducks. Sail was immediately made in chase by the American commodore, who took them for the British fleet. But in the course of an hour he ascertained them to be sloops and schooners. Signal was made by the commodore for the Sylph and Lady of the Lake to cast off the vessels they had in tow, and chase N. E. Soon after this the British were perceived separating on different tacks. The Governor Tompkins was now cast off by the Pike, and the commodore made all sail in chase with her, having left the American squadron in charge of Captain Crane. At five o'clock in the afternoon the

British set fire to one of their gun vessels that did not sail well, after having taken out her people. At sundown, and opposite the Real Ducks, the Hamilton, Confiance,* and Mary-Ann, struck to the Americans. The Sylph soon after captured the Drummond. The Lady Gore ran into the Ducks, but the Sylph being left to watch her, she was captured early the next morning. The only British vessel that escaped was the Enterprise, a small schooner. The British vessels captured were three gun vessels mounting from one to three guns each. They were transporting troops to Kingston. The number of prisoners amounted to two hundred and sixty-four, of whom two hundred and twenty-two were soldiers. The American fleet immediately after this affair, returned to Sackett's harbour.†

* The Hamilton and Confiance; these two vessels had not long been captured from the Americans, as already related, and had been in the American service called the Growler and Julia

† Clark's Naval History, vol. i. p. 222—232

EVENTS ON LAKE CHAMPLAIN.

During the summer of the year 1812, preparations were made on lake Champlain to oppose the naval force that might be sent by the British from Isle-au-Noix.

Nothing very interesting occurred until the 3d of June, 1813. In consequence of some British gun boats having appeared on the American side of the line, the Growler and Eagle sailed from Plattsburgh on the 2d of June, under the command of lieutenant Smith, with the intention of attacking them. At dark on the same day, they arrived within a mile of the boundary line. On the following morning, at daybreak, three British gun boats were discovered, to which the American vessels immediately gave chase. But the wind being south, they unfortunately ran so far into the narrow channel, that they found it difficult to return. The Eagle not being sufficiently strong for her weight of metal, became unmanageable, and sunk in shoal water; her crew were however saved. The Growler continued engaged with a number of British gun boats until the Eagle went down, when she was compelled to yield to a superior force; the action continued above four hours. The shores were lined with British soldiers who from the narrowness of the channel were enabled to do considerable execution.

About the commencement of August the British in two large sloops of war, three gun boats, and about forty batteaux full of troops crossed the line. They landed at Plattsburgh, where they destroyed all the public buildings and stores. After which they abandoned the place.

The American naval force on lake Champlain consisted on the 20th of August of

	Guns.
The President	12
Commodore Preble	11
Montgomery	11
Frances	6
Two gun boats, one 18 pounder each	2
Six scows, one 12 pounder each	6
	48

In the month of September, commodore Macdonough sailed from Burlington, to the lines, and offered the British battle; this they refused, and sailed out of the lake to the northward.*

BATTLE OF PLATTSBURGH.

On the 31st of August 1814, the advance of the British army under general Brisbane, entered Champlain, and encamped on the north side of the Great Chazy river, and on the same day major genera

* Clark's Naval History, vol. i. p. 232, 233.

Mooers ordered out the militia of the counties of Clinton and Essex. The regiment from Clinton county, under lieutenant-colonel Miller, immediately assembled, and on the 2d September took a position on the west road near the village of Chazy; and on the 3d general Wright with such of his brigade as had arrived, occupied a position on the same road about eight miles in advance of Plattsburgh. On the 4th the enemy having brought up his main body to Champlain, took up his line of march for that place. The rifle corps under lieutenant-colonel Appling, on the lake road, fell back as far as Dead Creek, blocking up the road in such manner as to impede the advance of the enemy as much as possible. The enemy advanced on the 5th within a few miles of lieutenant-colonel Appling's position, and finding it too strong to attack, halted and caused a road to be made west into the Beekmantown road, in which the light brigade under general Powers advanced, and on the morning of the 6th, about seven o'clock, attacked the militia, which had at this time increased to nearly seven hundred, under general Mooers, and a small detachment of regulars under major Wool, about seven miles from Plattsburgh. After the first fire, a considerable part of the militia broke and fled in every direction. Many, however, manfully stood their ground, and, with the small corps of major Wool, bravely contested the ground, against five times their number, falling back gradually and occupying the fences on each side the road, till they arrived within a mile of the town, when they were reinforced by

two pieces of artillery, under captain Leonard, and our troops occupying a strong position behind a stone wall, for some time stopped the progress of the enemy: being at length compelled to retire, they contested every inch of ground until they reached the south bank of the Saranac, where the enemy attempted to pursue them but was repulsed with loss. The loss of the British in this skirmish was colonel Wellington and a lieutenant of the third Buffs, and two lieutenants of the fifty-eighth killed, and one captain and one lieutenant of the fifty-eighth light company wounded, together with about one hundred privates killed and wounded; while that on our part did not exceed twenty-five. The corps of riflemen under colonel Appling, and detachment under captain Sproul, fell back from their position at Dead Creek in time to join the militia, &c. just before they entered the village, and fought with their accustomed bravery. The British got possession of that part of the village north of the Saranac about eleven o'clock, but the incessant and well directed fire of our artillery and musketry from the forts and opposite bank compelled them to retire before night beyond the reach of our guns. The enemy arrived towards night with his heavy artillery and baggage on the lake road and crossed the beach, where he met with a warm reception from our row-galleys, and it is believed suffered a heavy loss in killed and wounded. On our side, lieutenant Duncan, of the navy, lost an arm by a rocket and three or four men were killed by the enemy's artillery. The enemy encamped on the

ridge west of the town, his right near the river, and occupying an extent of nearly three miles, his left resting on the lake about a mile north of the village. From the 6th, until the morning of the 11th, an almost continual skirmishing was kept up between the enemy's pickets and our militia stationed on the river; and in the mean time both armies were busily engaged—ours in strengthening the works of the forts, and that of the enemy in erecting batteries, collecting ladders, bringing up his heavy ordnance, and making other preparations for attacking the fort. On the morning of the 7th, a body of the enemy under captain Noadie, attempted to cross at the upper bridge, about seven miles west of Plattsburgh, but were met by captain Vaughan's company of about twenty-five men, and compelled to retire with the loss of two killed and several wounded. On the morning of the 11th, the enemy's fleet came round the head with a light breeze from the north, and attacked ours, which lay at anchor in Cumberland bay, two miles from the shore, east of the fort. The action was long and bloody, but decisive; and the event such as we believe it will always be (except by accident) when our navy contends with any thing like an equal force. The enemy commenced a simultaneous bombardment of our works from seven batteries, from which several hundred shells and rockets were discharged, which did us very little injury, and our artillery had nearly succeeded in silencing all before the contest on the lake was decided. The enemy attempted at the same time to throw his main

body in rear of the fort, by crossing the river three miles west of the town, near the scite of Pike's cantonment. He succeeded in crossing, after a brave resistance by the Essex militia and a few of the Vermont volunteers, in all about three hundred and fifty, stationed at that place, who retired back a mile and a half from the river, continually pouring in upon them an incessant fire from behind every tree, until lieutenant Sumpter brought up a piece of artillery to their support, when the enemy commenced a precipitate retreat. The Vermont volunteers, who had hastened to the scene of action on the first alarm, fell upon the enemy's left flank and succeeded in making many prisoners, including three officers. Had the British remained on the south side of the river thirty minutes longer, they must have lost nearly the whole detachment that crossed. Our loss in this affair was five killed and eight or ten wounded, some mortally. Immediately on ascertaining the loss of the fleet, Sir George Prevost ordered preparations to be made for the retreat of the army, and set off himself with a small escort, for Canada, a little after noon. The main body of the enemy, with the artillery and baggage, were taken off in the afternoon and night, and the rear guard, consisting of the light brigade, started at daybreak, and made a precipitate retreat, leaving their wounded and a large quantity of provisions, fixed ammunition, shot, shells and other public stores in the different places of deposit about their camp. They were pursued some distance by our troops, and many prisoners taken; but owing

to the very heavy and incessant rain, we were compelled to return. The enemy lost, upon land, more than two thousand men in killed, wounded, prisoners and deserters; while our aggregate loss did not exceed one hundred and fifty.*

In September, 1814, commodore Macdonough succeeded in capturing the British fleet, the particulars of which will be best related in his letter to the secretary of the navy, which follows.

United States ship Saratoga, Plattsburgh Bay, September 13, 1814.

Sir,—I have the honour to give you the particulars of the action which took place on the 11th instant on this lake.

For several days the enemy were on their way, to Plattsburgh by land and water; and it being well understood that an attack would be made at the same time by their land and naval forces, I determined to await at anchor the approach of the latter.

At eight, A. M. the look-out boat announced the approach of the enemy. At nine he anchored in a line ahead, at about three hundred yards distance from my line; his ship opposed to the Saratoga, his brig to the Eagle, captain Robert Henley, his galley (thirteen in number) to the schooner, sloop, and a division of our galleys. Our remaining galleys with the Saratoga and Eagle.

In this situation, the whole force on both sides became engaged; the Saratoga suffered much from

* Sketches of the War, p 405—407

the heavy fire of the Confiance : I could perceive, at the same time, however, that our fire was very destructive to her. The Ticonderoga, lieutenant-commandant Cassin, gallantly sustained her full share of the action. At half past ten o'clock, the Eagle, not being able to bring her guns to bear, cut her cable and anchored in a more eligible position, between my ship and the Ticonderoga, where she very much annoyed the enemy, but unfortunately leaving me exposed to a galling fire from the enemy's brig. Our guns on the starboard side, being nearly all dismounted, or not manageable, a stern anchor was let go, the bower cable cut, and the ship winded with a fresh broadside on the enemy's ship, which soon after surrendered. Our broadside was then sprung to bear on the brig, which surrendered in about fifteen minutes after.

The sloop that was opposed to the Eagle, had struck some time before, and drifted down the line ; the sloop which was with their galleys having struck also. Three of their galleys are said to be sunk, and the others pulled off. Our galleys were about obeying with alacrity the signal to follow them, when all the vessels were reported to me to be in a sinking state : it then became necessary to annul the signal to the galleys, and order their men to the pumps.

I could only look at the enemy's galleys going off in a shattered condition, for there was not a mast in either squadron that could stand to make sail on ; the lower rigging, being nearly all shot away, hung down as though it had been just placed over the mast heads.

The Saratoga had fifty five round shot in her hull; the Confiance one hundred and five. The enemy's shot passed principally just over our heads, as there were not twenty whole hammocks in the nettings at the close of the action, which lasted, without intermission, two hours and twenty minutes.

The absence and sickness of lieutenant Raymond Perry, left me without the services of that excellent officer; much ought fairly to be attributed to him for his great care and attention in disciplining the ship's crew, as her first lieutenant. His place was filled by a gallant young officer, lieutenant Peter Gamble, who, I regret to inform you, was killed early in the action. Acting lieutenant Valette worked the 1st and 2d divisions of guns with able effect. Sailing-master Brum's attention to the springs, and in the execution of the order to wind the ship, and occasionally at the guns, meets my entire approbation; also captain Young, commanding the acting marines, who took his men to the guns. Mr. Beale, purser, was of great service at the guns, and in carrying my orders throughout the ship, with Midshipman Montgomery. Master's mate Joshua Justin, had command of the 3d division; his conduct during the action, was that of a brave and correct officer. Midshipmen Monteath, Graham, Williamson, Platt, Thwing, and acting midshipman Baldwin, all behaved well, and gave evidence of their making valuable officers.

The Saratoga was twice set on fire by hot shot from the enemy's ship.

I close, sir, this communication with feelings of gratitude for the able support I received from every officer and man attached to the squadron which I have the honour to command.

I have the honour to be, with great respect, sir, your most obedient servant,

T. MACDONOUGH.

Hon. Wm. Jones, Secretary of the Navy.

The following is a comparative view of the force and loss of the British and American fleets:

BRITISH.

	Guns.	Men.	Killed.*	Wounded.
Large ship,	39	300	50	60
Brig Linnet,	16	120	20	30
Sloop, formerly Growler,	11	40	6	10
Sloop, do. Eagle,	11	40	8	10
13 Gun boats,†	18	550		
Total,	95	1050	84	110

AMERICAN.

	Guns.	Men.	Killed.	Wounded
Saratoga, ship,	26	210	28	29
Eagle, brig,	20	120	13	20
Ticonderoga, sch'r.	17	110	6	6
Preble, sloop,	7	30	2	0
10 Gun boats,	16	350	3	3
Total,	86	820	52	58

* This is a statement of what were found on board the British vessels. Many were thrown overboard during the action; and it was supposed the whole number of killed and wounded amounted to two hundred and sixty.

† Two probably sunk.

The British officers killed, were commodore Downey, and three lieutenants. The American officers killed, were lieutenants Gamble and Stansbury; the latter of whom was knocked overboard and not found. Commodore Macdonough escaped without injury.

The British officers taken were captain Pring and six or eight lieutenants. The wounded were paroled and sent by a flag to the Isle-au-Noix.

The British large ship proved to be a very fine vessel of her class, having two gun decks in her bow and stern, and mounting, among her guns, twenty-eight long twenty-four pounders, a battery which few frigates of the British navy can boast.

On the 13th of September, the interment of the American and British officers, who fell in the memorable battle of the 11th, took place at Plattsburgh, in a manner to do honour to the bravery with which they defended they respective flags. The coffins of the American officers, covered with the flags of their vessels, were taken on board a boat from the commodore's ship and followed by him and his officers, in another boat, to the British ship, where they took on board the deceased British officers, covered with the flags of their own vessels, and proceeded to the shore, followed by their surviving officers, During the procession, minute guns were fired from the commodore's ship.

At the land they were received by an escort of infantry and artillery, and joined by a large number of the officers of the army; and while they proceed-

ed to the public burying ground, minute guns were also fired from the fort. At the grave, a discharge of musketry and artillery closed the scene.

The following amount of property was said to have been taken from on board the enemy's fleet, at the time of, and subsequent to its capture :—seventeen thousand weight of powder, exclusive of fixed ammunition for the ships ; between eighty and ninety thousand weight of balls, &c. ; six hundred muskets ; six hundred suits of sailor's clothing ; and the winter clothing for the whole of the land army.

In the beginning of November, six tons of eight inch shells were taken out of the lake at Chazy by the Americans, which had been secreted by the enemy in his incursion. A transport sloop was also raised at Isle la Mott, which had been sunk by the enemy, loaded with naval stores and various instruments of war

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ATTACK ON BALTIMORE.

On Saturday the 10th of September, information was received that the enemy was ascending the Chesapeake, and on Sunday morning his ships were seen at the mouth of the Patapsco river, (which communicates with the basin on which Baltimore stands) in number to forty to fifty. Some of his vessels en-

tered the river, while others proceeded to North Point, (at the mouth of the Patapsco,) fourteen miles from Baltimore, and commenced the debarkation of their troops in the night, and was finished early next morning. The following extracts of a letter from general Smith to the secretary of war, gives an account of the events which followed :

" Baltimore, September 19, 1814

" I HAVE the honour of stating, that the enemy landed between seven and eight thousand men on Monday the 10th instant, at North Point, fourteen miles distant from this town. Anticipating this debarkation, general Stricker had been detached on Sunday evening with a portion of his brigade on the North Point road. Major Randel, of the Baltimore county militia, having under his command a light corps of riflemen and musketry taken from general Stanbury's brigade and Pennsylvania volunteers, was detached to the mouth of Bear Creek, with orders to co-operate with general Stricker, and to check any landing which the enemy might attempt in that quarter. On Monday, brigadier general Stricker took a good position at the junction of the two roads leading from this place to North Point, having his right flanked by Bear Creek, and his left by a marsh. He here awaited the approach of the enemy, having sent on an advance corps under the command of major Heath of the 5th regiment. This advance was met by that of the enemy, and after some skirmishing it returned to the line, the main body of the

enemy being at a short distance in the rear of their advance. Between two and three o'clock, the enemy's whole force came up and commenced battle by some discharges of rockets, which were succeeded by the cannon from both sides, and soon after the action became general along the line. General Stricker gallantly maintained his ground against a great superiority of numbers during the space of an hour and twenty minutes, when the regiment on his left (the fifty-first) giving way, he was under the necessity of retiring to the ground in his rear, where he had stationed one regiment as a reserve. He here formed his brigade; but the enemy not thinking it advisable to pursue, he, in compliance with previous arrangements, fell back and took post on the left of my intrenchments, and a half mile in advance of them.

"In this affair the citizen soldiers of Baltimore, with the exception of the fifty-first regiment, have maintained the reputation they so deservedly acquired at Bladensburg, and have given their country and their city an assurance of what may be expected from them when their services are again required. I cannot dismiss the subject without expressing the heartfelt satisfaction I experience in thus bearing testimony to the courage and good conduct of my fellow townsmen. About the time general Stricker had taken the ground just mentioned, he was joined by brigadier general Winder, who had been stationed on the west side of the city, but was now ordered to march with general Douglass' brigade of Virginia militia and the United States dragoons under captain

Bird, and take post on the left of general Stricker. During these movements, the brigades of generals Stansbury and Foreman, the seamen and marines under commodore Rodgers, the Pennsylvania volunteers under colonels Corbeau and Findley, the Baltimore artillery under colonel Harris, and the marine artillery under captain Stiles, manned the trenches and the batteries—all prepared to receive the enemy. We remained in this situation during the night.

"On Tuesday, the enemy appeared in front of my intrenchments, at the distance of two miles, on the Philadelphia road, from whence he had a full view of our position. He manœuvred during the morning towards our left, as if with the intention of making a circuitous march, and coming down on the Hartford and York roads. Generals Winder and Stricker were ordered to adapt their movements to those of the enemy, so as to baffle this supposed intention. They executed this order with great skill and judgment, by taking an advantageous position, stretching from my left across the country, when the enemy was likely to approach the quarter he seemed to threaten. This movement induced the enemy to concentrate his forces (between one and two o'clock) in my front, pushing his advance to within a mile o us, driving in our videttes, and showing an intention of attacking us that evening. I immediately drew generals Winder and Stricker nearer to the left of my intrenchments, and to the right of the enemy, with the intention of their falling on his right or rear, should he attack me; or if he declined it, of attack-

ing him in the morning. To this movement and to the strength of my defences, which the enemy had the fairest opportunity of observing, I am induced to attribute his retreat, which commenced at half past one o'clock on Wednesday morning. In this he was so favoured by the extreme darkness and a continued rain, that we did not discover it until daylight. I consented to general Winder's pursuing with the Virginia brigade and the United States dragoons; at the same time major Randal was despatched with his light corps in pursuit of the enemy's right, whilst the whole of the militia cavalry was put in motion for the same object. All the troops were, however, so worn out with continued watching, and with being under arms during three days and nights, exposed the greater part of the time to very inclement weather, that it was found impracticable to do any thing more than pick up a few stragglers. The enemy commenced his embarkation that evening, and completed it the next day at one o'clock. It would have been impossible, even had our troops been in a condition to act offensively, to have cut off any part of the enemy's rear guard during the embarkation, as the point where it was effected was defended from our approach by a line of defences extending from Back river to Humphrey's Creek on the Patapsco, thrown up by ourselves previous to their arrival.

"I have now the pleasure of calling your attention to the brave commander of fort M'Henry* major Armstead, and to the operations confined to that

* Fort M'Henry is about two miles from the city of Baltimore

quarter. The enemy made his approach by water at the same time that his army was advancing on the land, and commenced a discharge of bombs and rockets at the fort as soon as he got within range of it. The situation of major Armstead was peculiarly trying—the enemy having taken his position at such a distance as to render offensive operations on the part of the fort entirely fruitless, while their bombs and rockets were every moment falling in and about it—the officers and men being at the same time entirely exposed. The vessels, however, had the temerity to approach somewhat nearer—they were as soon compelled to withdraw. During the night, whilst the enemy on land was retreating, and whilst the bombardment was the most severe, two or three rocket vessels and barges succeeded in getting up the Ferry Branch; but they were soon compelled to retire, by the forts in that quarter, commanded by lieutenant Newcomb of the navy, and lieutenant Webster of the flotilla. These forts also destroyed one of the barges, with all on board. The barges and battery at the Lazaretto, under the command of lieutenant Rutter of the flotilla, kept up a brisk and it is believed a successful fire during the hottest period of the bombardment. The loss in fort M'Henry was four killed and twenty-four wounded, amongst the former I have to lament the fall of lieutenants Clagett and Clamm, who were both estimable citizens and useful officers.

Of general Stricker's brigade, the number of killed and wounded amounts to about one hundred and fifty

among the former this city has to regret the loss of its representative in the state legislature, James Lowry Donaldson, esquire, adjutant of the twenty-seventh regiment. This gentleman will ever be remembered by his constituents for his zeal and talents, and by his corps for his bravery and military knowledge.

"I cannot conclude this report without informing you of the great aid I have derived from commodore Rodgers. He was ever present and ever ready to afford his useful counsel, and to render his important services. His presence, with that of his gallant officers and seamen, gave confidence to every one.

"The enemy's loss, in his attempt on Baltimore, amounts, as near as we can ascertain, to between six and seven hundred killed, wounded and missing"

BATTLE OF NEW ORLEANS.

On the 27th December 1814, general Jackson arrived at New Orleans with his army, where he immediately began the inspection of the different forts and works down the Mississippi river. On the morning of the 1st of January, the enemy had advanced within six hundred yards of our breast-works, under cover of night and a heavy fog, and erected three different batteries, mounting in all fifteen guns,

from 6's to 32's. About eight o'clock, when the fog cleared off, they commenced a most tremendous fire, which was amply returned by our men, and a heavy cannonading was kept up, without the least interval on either side, except that occasioned by the explosion of two small magazines, owing to their congreve rockets. At four o'clock, P. M. we had dismounted all their guns but two. During the night the enemy retreated to their strong holds, about a mile and a quarter from our lines. Our loss was eleven killed and twenty-three wounded: that of the enemy must have been much more. A 32 pounder from a battery commanded by commodore Patterson, killed fifteen at one shot. The Louisiana this day fired seven hundred shot.

On the 2d of January, general Jackson received at New Orleans and its vicinity, reinforcements from Kentucky and Tennessee, amounting to three or four thousand, which, with his former force, gave him an army of between seven and eight thousand, of whom not more, however, than one half were armed. In consequence of the great number of men arriving with their arms in bad order, and of the scarcity of good muskets with bayonets, four companies of United States troops gave up theirs, amounting to about five hundred, to arm the men at the camp, and armed themselves with fowling pieces and pikes.

On the 6th of January sailing-master Johnson of the United States navy, with a launch and three small boats, manned with thirty-eight men, succeeded in burning a British transport brig on Lake

Borgne, and in capturing a number of prisoners. The brig was laden with provisions and clothing. On the same day, twenty-one sail of British vessels arrived off Cat island, upon the coast opposite the bay of St. Louis, with a large reinforcement of troops, commanded by general Lambert. On the 7th, these troops were disembarked at the bayou Bienvenu: and lieutenant-general sir Edward Pakenham, (brother-in-law of lord Wellington) assumed command of the whole British army, amounting to twelve thousand men.

For two or three days previous to this, part of the forces of the enemy had been employed in preparing scaling ladders and collecting fascines (made of sugar canes) for their intended assault upon our lines; while others were widening and deepening the canal which leads from the bayou Bienvenu towards the Mississippi, and which, on the evening of the 7th, was cut through to admit the river. Through this canal they floated or dragged twenty-four of their smaller boats, containing twenty-five men each, and thus transported about six hundred men to the opposite side of the river. Some distance above the spot where they landed, two batteries had been constructed and placed under the direction of commodore Patterson. The enemy's troops which had thus crossed, were intended to attack the commodore's batteries and create a diversion on that side of the river, while the main attack was carried on on the other side. Accordingly on the morning of the 8th, they silently drew out a large force to storm our

lines, their columns advancing unperceived in the obscurity of the morning, to within about half a mile of our camp, where they met and drove in our piquet guard. About day-break they advanced with great vivacity to the entrenchment, led gallantly on by their officers; when the intrepid Jackson and his brave men opened a most tremendous and deadly fire upon them from our works, which ended in a dreadful slaughter and total defeat of the enemy. General Jackson officially reports to the secretary at war an account of this battle in the following words:—

Camp, 4 miles below Orleans, January 9, 1815

Sir,—During the days of the 6th and 7th, the enemy had been actively employed in making preparations for an attack on my lines. With infinite labour they had succeeded on the night of the 6th in getting their boats across the lake to the river, by widening and deepening the canal on which they had effected their disembarkation. It had not been in my power to impede these operations by a general attack; added to other reasons, the nature of the troops under my command, mostly militia, rendered it too hazardous to attempt extensive offensive movements in an open country, against a numerous and well disciplined army. Although my forces, as to number, had been increased by the arrival of the Kentucky division, my strength had received very little addition; a small portion only of that detachment being provided with arms. Compelled thus to

wait the attack of the enemy, I took every measure to repel it when it should be made, and to defeat the object he had in view. General Morgan with the Orleans contingent, the Louisiana militia and a strong detachment of the Kentucky troops, occupied an intrenched camp on the opposite side of the river, protected by strong batteries on the bank, erected and superintended by commodore Patterson.

In my encampment every thing was ready for action, when, early on the morning of the 8th, the enemy after throwing a heavy shower of bombs and congreve rockets, advanced their columns on my right and left, to storm my intrenchments. I cannot speak sufficiently in praise of the firmness and deliberation with which the whole line received their approach—more could not have been expected from veterans inured to war.—For an hour, the fire of the small arms was as incessant and severe as can be imagined. The artillery, too, directed by officers who displayed equal skill and courage, did great execution. Yet the columns of the enemy continued to advance with a firmness which reflects the greatest credit. Twice the column which approached me on my left, was repulsed by the troops of general Carroll, those of general Coffee, and a division of the Kentucky militia, and twice they formed again and renewed the assault. At length, however, cut to pieces, they fled in confusion from the field, leaving it covered with their dead and wounded.

The loss which the enemy sustained on this occasion, cannot be estimated at less than fifteen hundred

in killed, wounded and prisoners. Upwards of three hundred have already been delivered over for burial; and my men are still engaged in picking them up within my lines and carrying them to the point where the enemy are to receive them.—This is an addition to the dead and wounded whom the enemy have been enabled to carry from the field, during, and since the action, and to those who have since died of the wounds they received. We have taken about five hundred prisoners, upwards of three hundred of whom are wounded, and a great part of them mortally. My loss has not exceeded, and I believe has not amounted to ten killed and as many wounded. The entire destruction of the enemy's army was now inevitable had it not been for an unfortunate occurrence which at this moment took place on the other side of the river. Simultaneously with his advance upon my lines, he had thrown over in his boats a considerable force to the other side of the river. This having landed, was hardly enough to advance against the works of general Morgan; and, what is strange and difficult to account for, at the very moment when its entire discomfiture was looked for with a confidence approaching to certainty, the Kentucky reinforcements, in whom so much reliance had been placed, ingloriously fled, drawing after them by their example, the remainder of the forces, and thus yielded to the enemy that most fortunate position. The batteries which had rendered me, for many days, the most import service, though bravely defended, were

of course now abandoned; not, however, until the guns had been spiked.

This unfortunate route had totally changed the aspect of affairs. The enemy now occupied a position from which they might annoy us without hazard, and by means of which they might have been enabled to defeat, in a great measure, the effects of our success on this side the river. It became therefore an object of the first consequence to dislodge him as soon as possible. For this object, all the means in my power, which I could with any safety use, were immediately put in preparation. Perhaps, however, it was owing somewhat to another cause that I succeeded even beyond my expectations. In negotiating the terms of a temporary suspension of hostilities to enable the enemy to bury their dead and provide for their wounded, I had required certain propositions to be acceded to as a basis; among which this was one—that although hostilities should cease on this side the river until twelve o'clock of this day, yet it was not to be understood that they should cease on the other side; but that no reinforcements should be sent across by either army until the expiration of that day. His excellency Maj. Gen. Lambert begged time to consider of these propositions until ten o'clock of to-day, and in the meantime recrossed his troops. I need not tell you with how much eagerness I immediately regained possession of the position he had thus hastily quitted.

In a subsequent letter, general Jackson states the loss of the enemy to have been much greater than what he at first computed. Upon information which was believed to be correct, colonel Haynes reported it to have been in total two thousand six hundred, viz. seven hundred killed, fourteen hundred wounded, and five hundred prisoners, including one major, four captains, eleven lieutenants, and one ensign, who were among the latter. The American loss on both sides of the Mississippi was thirteen killed, thirty-nine wounded, and nineteen missing—total seventy-one. Of this number six were killed and seven wounded in the action on the eastern bank of the river, and the residue in a sortie after the action and in the action on the western bank. Among the British officers killed were Sir Edward Pakenham, lieutenant-general and commander in chief, (cut asunder by a cannon ball) major-general Gibbs, colonel Raynor, majors Pringle, Whitaker and Wilkinson. Among their wounded was major-general Keane, severely.

Numerous accounts official as well as unofficial, represent this battle to have been the greatest ever fought on the American continent. For disparity of loss a parallel can scarcely be found in ancient or modern history. So determined were the enemy to carry our works that many came up to the very muzzles of our guns, and some penetrated into our lines, where they were either killed or taken prisoners. Many fell mounting the breast-works; others were slain upon the works: and the ditch in front

was, in many places, literally filled with dead and wounded. The roar of artillery from our lines was incessant, while an unintermitted rolling fire was kept up from our muskets. The atmosphere was filled with sheets of fire and volumes of smoke. For an hour and a quarter the enemy obstinately continued the assault; fresh men constantly arriving to fill up their lines thinned by our fire. Their determined perseverance and steady valour, were worthy of a better cause; nor did their troops falter, until almost all the officers who had lead them to the attack had fallen. At one time, a body of the enemy succeeded in gaining possession of a bastion on our right with three pieces of cannon in it; but so destructive was our fire, that every man who entered was either killed by our riflemen or disabled before they could spike the guns. Our men soon returned to the charge and regained the bastion. So intent were the enemy in getting over our works, that they pulled off their shoes for the purpose of climbing them; but nearly all who made the attempt were either killed or taken prisoners.

The guns of commodore Patterson's batteries, on the opposite side of the river, did great execution, until the retreat of the Kentucky troops, who had been posted near them. The commodore, finding himself thus deserted, was compelled, with a handful of brave men, to retire, after spiking his guns. The British afterwards burnt the gun carriages, being foiled in their expectations of using the guns to annoy our troops on the opposite shore.

Previous to the battle of the 8th of January, the pirates of Barataria, who had been held in custody, were released by order of general Jackson, upon condition that they would assist in defending the city of New-Orleans. In the battle of that day they proved themselves excellent artillerists, and were, together with a few Frenchmen, successfully employed in serving the pieces. They were afterwards released from any further confinement, having received (at the request of the general assembly of Louisiana) a full pardon from the president of the United States.

Soon after the battle, the enemy sent in a flag of truce, and twenty-four hours were allowed them to remove and bury their dead. In one small spot alone, on the left of our lines, they found three hundred and sixty-eight dead bodies. In the course of the day forty carts and ten boats arrived at New Orleans, loaded with wounded prisoners, who were put into the barracks, which were converted into temporary hospitals; about one hundred and fifty unwounded prisoners were also put in confinement.—To the wounded every attention was paid by the citizens: the nuns of the convent took the glorious lead. They under the immediate superintendance of the Abbe Douburg, threw open their doors and converted all their houses, separated from their main building, into a hospital, where they themselves, at their own expense, and with their own hands, took care of the sick and wounded. The ladies of New-Orleans were also employed in the same charitable acts of benevolence, as likewise in making clothes for our

soldiers. The future historian will delight to contrast the destroying and brilliant virtues of the one sex, with the preserving and not less attracting virtues of the other.

Immediately after their repulse, the enemy commenced active operations for a re-embarkation of their troops. Nearly the whole of the sick and wounded were sent on board their vessels, together with such baggage and munitions of war as could be safely spared. During these operations, the enemy kept up a menacing attitude—frequent indications were given of an intention to renew the attack on our lines, and vigorous works of defence were thrown up in front of our camp. The rear of their army retired first, while they displayed a numerous body of men to the view of our troops, and at night their fires seemed rather to increase than diminish. They had erected batteries to cover their retreat, in advantageous positions, from their original encampment, to the bayou through which they entered lake Borgne. The cannon placed on these batteries would have raked a pursuing army in every direction, and any attempt to storm them would have been attended with very great slaughter. Having made the necessary arrangements, the whole British army precipitately retreated on the night of the 18th of January; an account of which was officially given by general Jackson to the secretary of war.

The enemy's loss after decampment, and on shipboard, (including about three hundred drowned while

passing to and from their shipping,) amount to four thousand eight hundred.*

The American loss in the several engagements, was fifty-five killed, one hundred and eighty-five wounded, and ninety-three missing—total, three hundred and thirty-three. Of our forces actually engaged (including marines as well as land troops) the following is a correct statement:—In the action of the 28th of December, three thousand two hundred and eighty-two; 1st of January, three thousand nine hundred and sixty-one; 8th of January, four thousand six hundred and ninety-eight. The enemy's force previous to the 6th of January, was nine thousand after that time it was increased to twelve thousand

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CRUISE OF THE PRESIDENT.

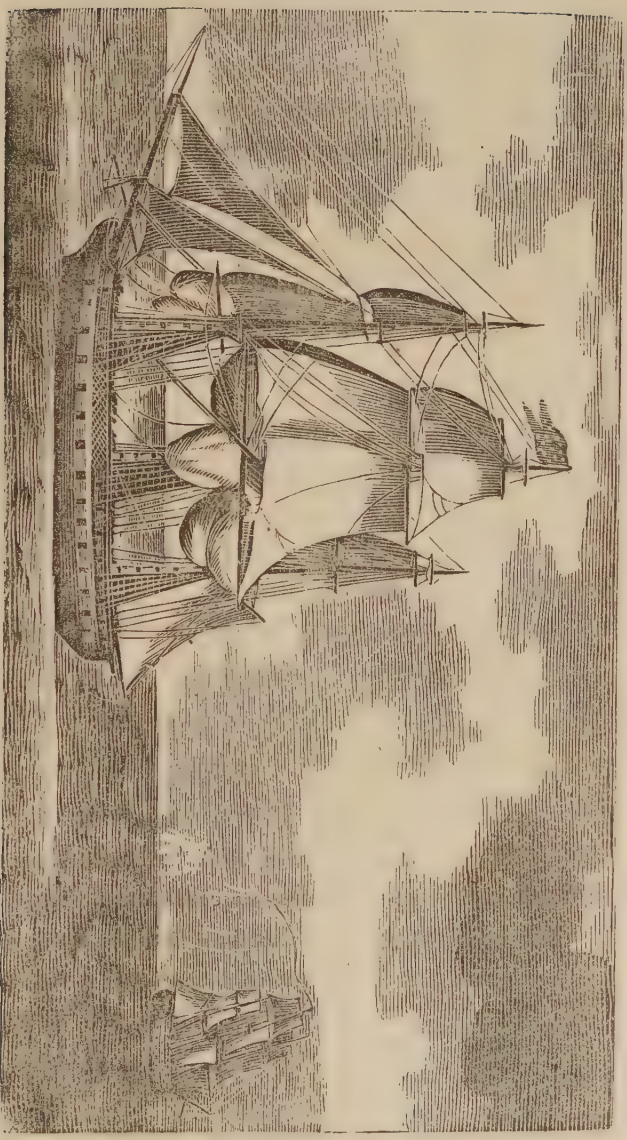
On the 18th February, 1814, commodore Rodgers arrived at Sandy Hook in the United States frigate President from a cruise in the course of which she passed most of the West India Islands. After being off Charleston two days she was chased by a seventy-four, two frigates, and several sloops of war She had captured and sunk three British merchantmen, and taken on board thirty prisoners.

* A number of British deserters and prisoners have stated their loss to have exceeded five thousand; and it is worthy of remark, that the British official account of the action on the 8th of January represents it as very considerably surpassing the statement given by general Jackson.

One occurrence that took place during this cruise is truly deserving of record. Several strange sail were observed, and one large ship to the windward, that proved to be a seventy four, which came down within gunshot. Commodore Rodgers had cleared ship for action, and continued with the main top-sail to the mast. After hauling her wind on the larboard tack, the enemy kept her distance, and the President remained three hours with her main top-sail to the mast. As the enemy evinced no disposition to engage, the President gave her a shot to windward and hoisted colours—the seventy-four then bore up, and backed main top-sail when she had approached within gun shot. After mustering all hands aft, commodore Rodgers addressed them in a spirited and appropriate manner, and immediately gave orders to wear ship for the engagement. While backing to meet the cutter, and take a pilot on board, the commodore was surprised to observe the enemy standing off to the southward and eastward. A frigate and gun brig appearing in sight, he hauled in main and fore tacks and made for land.

For the space of five hours the enemy had it at all times in his power to bring the President to action, and she lay in readiness with main top-sail aback and expecting him.

Captain Lloyd who commanded the seventy-four, which proved to be the Plantagenet, states that his crew was in a state of mutiny, and gives this as a reason for declining an engagement with the President.



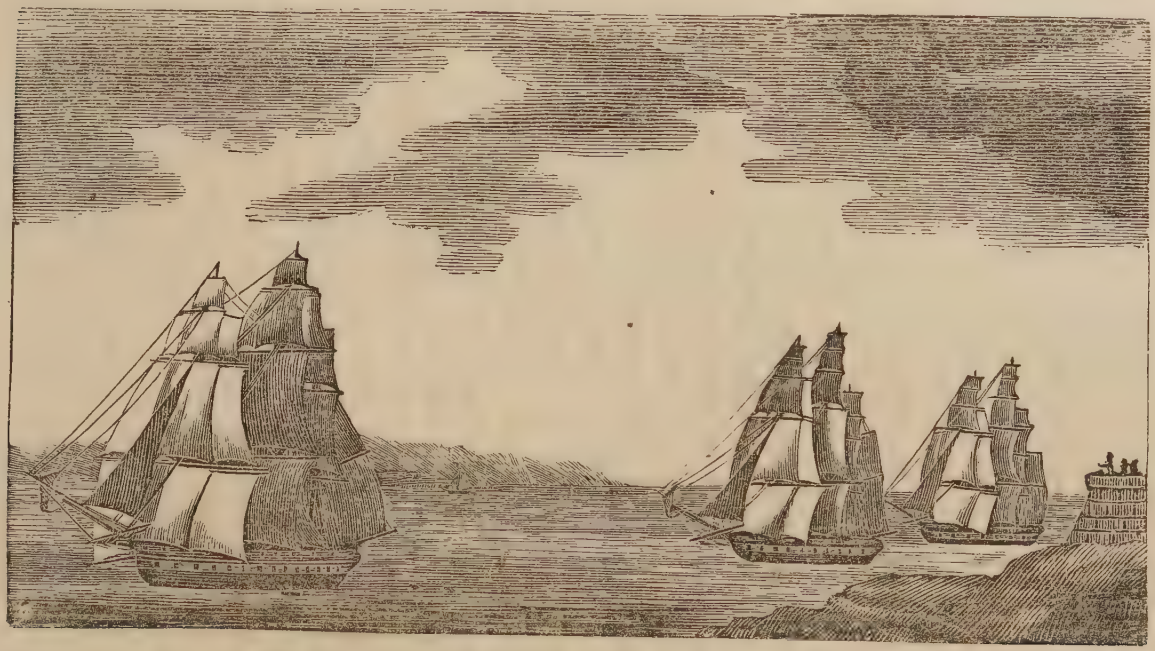
PRESIDENT AND PLANTAGENET.

ESCAPE OF THE CONSTITUTION FROM THE TENEDOS AND ENDYMION

On the 3d of April, 1814, the United States frigate Constitution, captain Stewart, arrived at Marblehead, having been chased in by the British frigates Tenedos and Endymion, of thirty-eight guns each, which had been in chase of her from daylight. The frigates, or one of them, it is said, got within two or three miles of the Constitution, at one time, and to effect her escape she was obliged to throw overboard her provisions, &c. and every thing moveable, and started all her water. Some prize goods were likewise thrown over.

She immediately anchored above fort Sewall, in a posture of defence, her exposed situation rendering her liable to an attack, should she remain there long. In order to the protection of the frigate and the town, a number of heavy cannon were sent over from Salem, and major general Hovey issued an order for the Marblehead battalion of artillery to hold itself in readiness to act. Commodore Bainbridge, to whom an express had been sent, despatched assistance from the navy yard in Charlestown, and the company of New England Guards began their march from Boston, to afford such aid as might be required of them. But towards evening the Constitution weighed anchor and came round into Salem harbour.

[Salem Gazette.



CONSTITUTION'S ESCAPE FROM THE TENEDOS AND ENDYMION.

HORNET AND PENGUIN.

On the 23d of March, 1815, as the Hornet, commanded by captain Biddle, was about to anchor off the north end of the island of Tristan d'Acuna, a sail was seen to the southward; which, at forty minutes past one, hoisted English colours, and fired a gun. The Hornet immediately luffed to, hoisted an ensign, and gave the enemy a broadside. A quick and well directed fire was kept up from the Hornet, the enemy gradually drifting nearer, with an intention, as captain Biddle supposed, to board. The enemy's bowsprit came in between the main and mizzen rigging on the starboard side of the Hornet, giving him an opportunity to board, if he had wished, but no attempt was made. There was a considerable swell, and as the sea lifted the Hornet ahead, the enemy's bowsprit carried away her mizzen shrouds, stern davits, and spanker booms, and hung upon her larboard quarter. At this moment an officer called out that they had surrendered. Captain Biddle directed the marines to stop firing, and, while asking if they had surrendered, received a wound in the neck, The enemy just then got clear of the Hornet; and his foremast and bowsprit being both gone, and perceiving preparations to give him another broadside, he again called out that he had surrendered. It was with great difficulty that captain Biddle could restrain his crew from firing into

HORNET AND PENGUIN.

him again, as it was certain he had fired into the Hornet after having surrendered. From the firing of the first gun to the last time the enemy cried out that he had surrendered, was exactly twenty-two minutes. The vessel proved to be the British brig Penguin, of twenty guns, a remarkably fine vessel of her class, and one hundred and thirty-two men; twelve of them supernumeraries from the Medway, seventy-four, received on board in consequence of their being ordered to cruise for the privateer Young Wasp.

The Penguin had fourteen killed and twenty-eight wounded. Among the killed was captain Dickenson, who fell at the close of the action. As she was completely riddled, and so crippled as to be incapable of being secured, and being at a great distance from the United States, captain Biddle ordered her to be scuttled and sunk.

The Hornet did not receive a single round shot in her hull; and though much cut in her sails and rigging, was soon made ready for further service. Her loss was one killed and eleven wounded.

ESCAPE OF THE HORNET.

On the 28th of April, 1815, the Hornet was chased by a British seventy-four, and was compelled to throw over her guns, shot, spars, &c. She escaped, and put in at St. Salvador. On his arrival at that

port, captain Biddle received information of the peace between the United States and Great Britain

On the return of captain Biddle to the United States a naval court of inquiry was held by order of the secretary of the navy, on board the Hornet, in the harbour of New York, on the 23d of August, 1815. to investigate the causes of the return of the ship into port, and to inquire into the circumstances attending the loss of armament, stores, &c. during her cruise; and the following opinion has been pronounced by the court:

The court, after mature deliberation on the testimony adduced, are of opinion, that no blame is imputable to captain Biddle, on account of the return of the Hornet into port, with the loss of her armament, stores, &c. and that the greatest applause is due to him for his persevering gallantry and nautical skill, evinced in escaping, under the most disadvantageous circumstances, after a long and arduous chase by a British line-of-battle ship.

SAMUEL EVANS, President.

HENRY WHEATON, Special Judge Advocate.

PRIVATE ARMED VESSELS.

THE ATLAS.

The privateer schooner Atlas, of nineteen guns, captain David Moffat, soon after the declaration of war, sailed from Philadelphia. On the third of August, at eight A. M. she discovered two sail, for which she bore away. At eleven o'clock, the action was commenced by the Atlas, with a broadside and musketry. She continued engaged with both ships till noon, when the smallest one struck her colours. The Atlas then directed the whole of her fire against the large ship; when the small one, though her colours were down, renewed her fire on the Atlas, which had to recommence firing on her. In a few minutes every man was driven from her decks. Twenty minutes after twelve, the large ship struck. Possession was immediately taken of both of them. One proved to be the ship Pursuit, captain Chivers, of four hundred and fifty tons, sixteen guns, and thirty-five men. The other was the ship Planter, captain Frith of two hundred and eighty tons, twelve guns, and fifteen men. The cargoes of both were very valuable.

The Atlas had two men killed and five wounded, and her rigging and sails much injured. She arrived safe in port with the Pursuit; the Planter was recaptured off the capes of Delaware.

THE YOUNG EAGLE,

Of New York, of one gun and forty-two men, engaged the British armed ship Granada, of eleven guns and thirty men, and another armed vessel in company with her. After an action of an hour and a half, the Young Eagle succeeded in capturing them both.

THE MONTGOMERY,

Captain Upton, of Boston, mounting twelve guns, on the 6th of December, 1812, off Surinam fell in with the British vessel of war Surinam, of twenty guns. They lay board and board for half an hour. Some of the privateer's men lashed the bob-stay of the Surinam to the Montgomery's main-mast. So spirited was the resistance on both sides, that neither could succeed in boarding. One of the Montgomery's eighteen pounders was repeatedly discharged into the bows of her antagonist between wind and water. As soon as the two vessels parted, the Surinam made sail from the Montgomery. Her foremost was shot away, and she was otherwise so much disabled, as to be compelled to put into an outport to refit, without proceeding to the common place of rendezvous at Barbadoes.

THE DOLPHIN,

Of Baltimore, of ten guns and sixty men, in the latter part of the year, engaged two British armed vessels at the same time, the one of sixteen guns and forty men, and the other of ten guns and twenty five men. She captured them both.

THE ROLLA,

Of Baltimore, of nineteen guns, captured seven vessels in one cruise, the guns of which amounted to fifty-eight, and the prisoners to one hundred and fifty.

THE HAZARD,

Of Charleston, of three guns and thirty-eight men, commanded by Placide le Chartier, while at anchor off the island of Davie, discovered a man of war brig convoying five merchantmen. One of these last, having lost her mizzenmast, could not keep up with the rest of the convoy. As soon as they were out of sight, the Hazard pursued her, to which, after

some resistance, she struck. She proved to be the Albion, of London, copper-bottomed, and of three hundred tons burden, navigated by fifteen men, and mounting twelve guns.

While the Hazard was lying off Charleston, in a fog, her prize was separated from her, and recaptured by a British Cutter, the Caledonia, of eight guns and thirty-eight men. Three days after, on the 22d of February, the Hazard discovered her prize in company with the above-mentioned British cutter. The Hazard commenced a pursuit of them both. As soon as the Hazard came within musket shot, she commenced firing at the ship and cutter, which was returned by them with spirit, and apparent determination. At three o'clock, the second lieutenant, carpenter, and five men of the Hazard, were severely wounded. At five, the cutter hauled off to repair the damages she had sustained. At half past five, the Hazard came close to the cutter, the crew of the former, having determined to lose their lives sooner than give up so valuable a prize. At half past six the British cutter again hauled off, and continued to fire at a distance. Taking advantage of this, the Hazard bore down on the prize, and after a brisk fire caused her to strike her colours. She was then ordered to lie to.

The British cutter having shot ahead, Le Chartier instantly gave chase, keeping up a brisk fire. He pursued her until eight o'clock. The cutter then ceased firing, and hailed, saying she had struck, and signified the same by hoisting and lowering a lantern

three times. The Hazard having then but twenty-one men, including the captain on board, it was not thought advisable to take possession of her. She bore down for the prize, of which she took possession, leaving a prize-master, and six men on board of her so that there only remained fourteen men on board of the Hazard. Both the Hazard and her prize arrived safe at St. Mary's.

THE COMET,

Of Baltimore, captain Boyle, of twelve guns and one hundred and twenty men, being on a cruise, discovered, on the 14th of January, 1813, four sail standing out of Pernambuco. She lay by to give them an opportunity of getting off shore, with a view of then cutting them off. At three P. M. they were upon a wind standing S. E. and about six leagues from land. The Comet bore up, and made sail in chase. At six, one of them was discovered to be a large man of war brig. All hands were immediately called to quarters on board the Comet; the guns were loaded with round and grape shot; and the ship cleared for action. At seven, being close to the chase, she hoisted her colours, and came close to the man of war brig, which had hoisted Portuguese colours. The commander hailed, and

sent an officer on board the Comet, who informed captain Boyle, that the brig was a Portuguese national vessel, mounting twenty thirty-two pounders and one hundred and sixty-five men; that the three others were strongly armed English vessels: and that he must not molest them. Captain Boyle informed him that he certainly should make use of every exertion to capture them. The Portuguese said he was ordered to protect them, and certainly should.

The English vessels were ahead of the Comet. They consisted of a ship of fourteen guns, and two brigs of ten guns each. So that including the Portuguese vessel, the Comet had a force of fifty-four guns to oppose. Captain Boyle immediately made sail for them; came up with the ship, hailed her, and ordered the captain to have the mainsail backed. He gave little or no answer. The Comet having shot ahead, captain Boyle informed him, that he should be along in a few minutes, when if he did not obey his orders, he would pour a broadside into the ship. In a few minutes the Comet tacked, the Portuguese sloop of war being close after her, and ran along side of the ship, one of the brigs being close to her. The Comet opened a broadside on them both. It was now about half past eight P. M. All the vessels were carrying a press of sail. The Comet, from her superior sailing, was frequently obliged to tack. From this she would have profited very much, had not the Portuguese sloop of war been so close. The latter now opened a heavy

fire on the Comet, with round and grape shot, which she returned. The Comet had now the whole force of the four vessels to contend with. She, however, kept as closely as possible to the English vessels. They frequently separated, to give the sloop of war an opportunity of firing into the Comet. The latter as frequently poured whole broadsides into them; at times also into the sloop of war.

About eleven P. M. the ship surrendered—she was cut to pieces, and rendered unmanageable. Soon after the brig Bowes struck—she also was much injured. A boat was sent to take possession of her; as it passed the sloop of war, a broadside was fired by her, which nearly sunk it, and obliged it to return. The Comet then commenced a brisk fire at the sloop of war, which sheered off to some distance. After following her a short distance, she obliged the third English vessel to strike. The latter was very much cut to pieces. The Comet now again proceeded to take possession of the Bowes, when she spoke the ship that had first surrendered—her captain being ordered to follow, informed captain Boyle that his ship was in a sinking condition, having many shot holes between wind and water, and every rope on board of her being cut away. At half past one, A. M. the Bowes was taken possession of and manned. The sloop of war then fired a broadside into the prize, and passed her. The moon was now down, and it became quite dark and squally. This caused the Comet to separate from the other vessels, excepting the sloop of war, with which broadsides

were frequently exchanged. At two, she stood to the south. Captain Boyle now thought it most prudent to take care of one of the prizes until daylight, the other two being out of sight. At daybreak, the sloop of war, and the two other prizes, a ship and brig, were discovered. The Comet immediately hove about, and stood for them. The sloop tacked, and made signals for her convoy to make for the first port. Captain Boyle, knowing the situation of the ship and brig, determined not to take possession of them, but to watch their manœuvres. Great exertions appeared to be made to keep them from sinking.

Captain Boyle was afterwards informed that the sloop of war, was much injured—she had five men killed, and a number wounded. The ship's mast scarcely lasted to carry her into Pernambuco. Her cargo was nearly all damaged. It was with difficulty the brig was kept from sinking before she reached Pernambuco harbour.

After capturing the Aberdeen, of eight guns, two vessels of ten guns each, in sight of a sloop of war, and a schooner, captain Boyle returned to the United States. He passed the blockading squadron in the Chesapeake, and arrived safe at Baltimore.

THE GENERAL ARMSTRONG,

A SCHOONER of eighteen guns, commanded by captain Champlin, was cruising off Surinam, on the 11th March, 1813. At seven A. M. she discovered a sail, which at half past eight, fired three guns, and hoisted English colours. About nine, the Armstrong fired a gun, and hoisted American colours. At half after nine, the British vessel tacked, and stood as near the Armstrong as the wind would permit, keeping up a brisk fire from her main deck guns. At half past ten, the Armstrong bore down, intending to pour her starboard broadside into her, then wear ship, discharge the larboard broadside, and then board. This was done, except the boarding. The English vessel was now discovered to be a frigate pierced for twenty-four guns. She kept up a constant fire on the Armstrong, which lay for ten minutes like a log. The fore-top-sail and mizzen-gaff halyards of the frigate were shot away. This brought down her colours. The crew of the Armstrong, thinking she had struck, ceased firing. But they were soon again seen flying, and the action was renewed. The frigate lay for a few minutes apparently unmanageable. She soon, however, recovered, and opened a heavy fire from her starboard broadside and main-top; apparently with the intention of sinking the Armstrong. The latter lay for the space of forty-five minutes within pistol shot of the frigate. Captain Champlin

was standing by the centre gun, in the act of firing his pistol, when he was wounded by a musket ball from the main-top of the frigate. The Armstrong luffed to windward, and forereached the frigate.

The Armstrong had six men killed, and sixteen wounded, and was very much injured in her rigging, masts, and hull—she, however, succeeded in escaping from the frigate.

THE YOUNG TEAZER,

Captain Dobson, of New York, was chased into Halifax by the Sir John Sherbroke, a vessel of superior force. When within the light house she hoisted English colours over the American, and was chased nearly up to the forts. when the Sir John Sherbroke supposing her to be a prize, hove about, and put to sea. As soon as the latter was out of sight, the Young Teazer hauled down her English colours, and effected her escape.

THE DECATUR,

Of Charleston, mounting seven guns, with a crew of one hundred and three men, and commanded by captain Diron, being on a cruise in the month of August, discovered a ship and schooner. She imme-

diately stood towards them to reconnoitre. At half past twelve, the Decatur was abreast of the schooner, which hoisted English colours. At one the Decatur wore round; and half an hour after the schooner fired a shot without effect. The captain of the Decatur immediately gave orders to prepare for action. At two o'clock the schooner fired another shot, which passed over the Decatur. At a quarter past two, the latter fired her large gun, and hoisted American colours at the peak: two more discharges were made from the same piece, which were answered by two guns from the British schooner. The two vessels were now within half gun shot distance. Captain Diron, observing that the schooner was prepared to bear away, hauled upon the larboard tack, in order to present the bow of his vessel to his antagonist. Soon afterwards the latter fired her whole broadside, which only slightly damaged the Decatur's rigging. This was returned from the eighteen pounder of the Decatur. Her captain at the same time, ordered every one of the crew to his post, in order to carry the British vessel by boarding, as soon as the necessary preparations for the purpose should be made. It was now three quarters of an hour past two, and the vessels were within pistol shot of each other. A severe fire of musketry commenced from the Decatur. The British schooner bore away to prevent being boarded; and fired a broadside into the Decatur, which killed two of her men, and injured her rigging and sails. The Decatur closely followed her antagonist in her manœuvres, and again endeavoured

o board, which the schooner once more avoided, and red another broadside. A third attempt was made y the captain of the Decatur to board. The jib-oom of the Decatur was run into the mainsail of ne schooner, and the latter not being able to disen-age herself dropped along side. During this ma-œuvre the fire from the cannon and musketry on oth sides was extremely severe and destructive. While the two vessels lay in this position captain Diron ordered his whole crew, armed with pistols, abres, &c. to board, which was performed with the reatest promptness. The resistance of the English vas desperate. Fire arms soon became useless, and ne contest was carried on with the cutlass. The aptain and principal officers of the British vessel eing killed, and her deck covered with dead and ounded, her colours were hauled down by the crew f the Decatur, when the two vessels were separat-d, having their rigging and sails cut to pieces.

The English vessel was his Britannick majesty's chooner Dominica, of fifteen guns, with a crew of ighty-eight men. The Decatur had four men killed nd sixteen wounded; the Dominica thirteen killed nd forty-seven wounded. Among the killed of the Dominica was her brave commander, who, as long s he lived, refused to surrender his vessel, and de-lared his determination not to survive her loss.

The king's packet Princess Charlotte, remained an nactive spectator of this bloody contest, which lasted n hour. As soon as the vessels were disengaged, ne tacked about and stood to the southward. She

had sailed from St. Thomas, under convoy of the Dominica. The Decatur and her prize arrived safe in port.

THE SARATOGA,

Of four guns and one hundred and sixteen men, belonging to New York, while cruising off Surinam river, in the month of September, discovered the British packet, brig Morgiana, of eighteen guns, with a crew of about fifty men, commanded by James Cunningham. Captain Aderton, the commander of the Saratoga, immediately gave chase: when within musket shot, the Morgiana hoisted English colours, and the action commenced: part of the time the vessels were within pistol shot: the remainder, they were close along side of each other. After an action of an hour and a quarter the Saratoga succeeded in capturing the British vessel by boarding. The action was extremely severe. Both vessels were almost reduced to wrecks. The Saratoga had almost all her stays, shrouds, &c. cut away In her mainsail there were upwards of a hundred shot holes. A number of shot also struck her masts, spars, and hull. The crew of the Morgiana fought with desperation. She had two men killed and eight wounded. The Saratoga had two men killed and five wounded. Both arrived safe in port.

THE GENERAL ARMSTRONG.

THE following letter from John D. Dabney, Esq. American consul at Fayal, (Portugal,) gives the particulars of a flagrant violation of the neutrality of that port, in an attack upon the privateer General Armstrong, by the enemy. The Armstrong belonged to New York, and mounted eight long nines and a twenty-four pounder.

Fayal, October 5, 1814.

SIR,—I have the honour to state to you that a most outrageous violation of the neutrality of this port, in utter contempt of the laws of civilized nations, has recently been committed here, by the commanders of his Britannick majesty's ships Plantaganet, Rota and Carnation, against the American private armed brig General Armstrong, Samuel C. Reid, commander; but I have great satisfaction in being able to add, that this occurrence terminated in one of the most brilliant actions on the part of captain Reid, his brave officers and crew, that can be found on naval record.

The American brig came to anchor in this port in the afternoon of the 26th of September, and at sunset of the same day, the above named ships suddenly appeared in these roads; it being nearly calm in the port, it was rather doubtful if the privateer could escape if she got under way, and relying on the justice and good faith of the British captains, it was

deemed most prudent to remain at anchor. A little after dusk captain Reid seeing some suspicious movements on the part of the British, began to warp his vessel close under the guns of the castle, and while doing so, he was at about eight o'clock, P. M approached by four boats from the ships filled with armed men. After hailing them repeatedly and warning them to keep off, he ordered his men to fire upon them and killed and wounded several men. The boats returned the fire and killed one man and wounded the first lieutenant of the privateer, and returned to their ships; and, as it was now light moonlight, it was plainly perceived from the brig as well as from the shore, that a formidable attack was premeditating. Soon after midnight, twelve or more large boats, crowded with men from the ships, and armed with carronades, swivels and blunderbusses, small arms, &c. attacked the brig; a severe contest ensued which lasted about forty minutes and ended in the total defeat and partial destruction of the boats, with a most unparalleled carnage on the part of the British. It is estimated by good judges that near four hundred men were in the boats when the attack commenced, and no doubt exists in the minds of the numerous spectators of the scene, that more than one half of them were killed or wounded; several boats were destroyed; two of them remained along side of the brig literally loaded with their own dead. From these two boats only seventeen reached the shore alive; most of them were severely wounded. The whole of the following day the

British were occupied in burying their dead ; among them were two lieutenants and one midshipman of the Rota—the first lieutenant of the Plantaganet, it is said, cannot survive his wounds, and many of the seamen who reached their ships were mortally wounded and have been dying daily. The British, mortified at this signal and unexpected defeat, endeavoured to conceal the extent of the loss ; they admit however that they lost in killed and who have died since the engagement, upwards of one hundred and twenty of the flower of their officers and men. The captain of the Rota told me he lost seventy men from his ship. Two days after this affair took place the British sloops of war Thais and Calypso came into port, when captain Lloyd immediately took them into requisition to carry home the wounded officers and seamen. They have sailed for England, one on the 2d and the other on the 4th instant, each carried twenty-five badly wounded. Those who were slighty wounded, to the number, as I am informed, of about thirty, remained on board of their respective ships, and sailed last evening for Jamaica. Strict orders were given that the sloops of war should take no letters whatever to England, and those orders were rigidly adhered to.

In face of the testimony of all Fayal, and a number of respectable strangers, who happened to be in this place at the moment, the British commander endeavours to throw the odium of this transaction on the American captain, Reid, alleging that he sent the boats merely to reconnoitre the brig, and without any

hostile intentions; the pilots of the port did inform them of the privateer the moment they entered the port. To reconnoitre an enemy's vessel in a friendly port, at night, with four boats, carrying, by the best accounts, one hundred and twenty men, is certainly a strange proceeding! The fact is, they expected as the brig was warping in, that the Americans would not be prepared to receive them, and they had hopes of carrying her by a "coup de main." If any thing could add to the baseness of this transaction on the part of the British commander, it is the want of candour openly and boldly to avow the facts. In vain can he expect by such subterfuge to shield himself from the indignation of the world, and the merited resentment of his own government and nation for thus trampling on the sovereignty of their most ancient and faithful ally, and for the wanton sacrifice of British lives.

On the part of the Americans the loss was comparatively nothing; two killed and seven wounded: of the slain we have to lament the loss of the second lieutenant, Mr. Alexander O. Williams, of New York, a brave and meritorious officer.

Among the wounded are Messrs. Worth and Johnson, first and third lieutenants; captain Reid was thus deprived, early in the action, of the services of all his lieutenants; but his cool and intrepid conduct secured him the victory.

On the morning of the 27th ult. one of the British ships placed herself near the shore and commenced a heavy cannonade on the privateer. Finding fur-

ther resistance unavailing, captain Reid ordered her to be abandoned after being partially destroyed, to prevent her falling into the hands of the enemy; who soon after sent their boats and set her on fire.

At nine o'clock in the evening (soon after the first attack) I applied to the governour, requesting his excellency to protect the privateer, either by force or by such remonstrance to the commander of the squadron as would cause him to desist from any further attempt. The governour indignant at what had passed, but feeling himself totally unable with the slender means he possessed, to resist such a force, took the part of remonstrating, which he did in forcible but respectful terms. His letter to captain Lloyd had no other effect than to produce a menacing reply insulting in the highest degree. Nothing can exceed the indignation of the publick authorities, as well as of all ranks and descriptions of persons here, at this unprovoked enormity. Such was the rage of the British to destroy this vessel, that no regard was paid to the safety of the town; some of the inhabitants were wounded, and a number of houses were much damaged. The strongest representations on on this subject are prepared by the governour for his court.

Since this affair the commander, captain Lloyd, threatened to send on shore an armed force, and arrest the privateer's crew; saying there were many Englishmen among them; and our poor fellows, afraid of his vengeance, have fled to the mountains several times, and have been harrassed extremely.

At length, captain Lloyd, fearful of losing more men if he put his threats in execution, adopted this stratagem: he addressed an official letter to the governour, stating that in the American crew were two men who deserted from his squadron in America, and as they were guilty of high treason, he required them to be found and given up. Accordingly a force was sent into the country, and the American seamen were arrested and brought to town, and as they could not designate the said pretended deserters, all the seamen here passed an examination of the British officers, but no such persons were to be found among them. I was requested by the governour and British consul to attend this humiliating examination, as was also captain Reid; but we declined to sanction by our presence any such proceedings.

Captain Reid has protested against the British commanders of the squadron for the unwarrantable destruction of his vessel in a neutral and friendly port, as also against the government of Portugal for their inability to protect him.

I have the honour to be, with great respect, sir, your most obedient servant.

JOHN B. DABNEY.

To the Secretary of State of the United States, Washington

FATE OF CAPTAIN PORTER'S SETTLEMENT AT NOOAHEEVAH.

Letter from captain John M. Gamble of the marines, detailing the occurrences which took place at Nooaheevah after the departure of captain Porter, and his subsequent capture by the Cherub. New York, August, 1815.

Sir,—I have the honour to inform you, that on the 12th of December, 1813, the day on which the Essex frigate, and Essex junior, took their departure from Nooaheevah, I was left in port Anna Maria bay, with eighteen men under my command, and six prisoners of war, in charge of the establishment on shore, together with the prize ships Greenwich, Seringapatam, and Sir Andrew Hammond, with orders from captain Porter to remain five and a half calendar months at that place—at the expiration of which time, should he not return, or send me further instructions how to act, I was, if possible, to man two of the ships, and after taking every article of value out of the other, and burning that ship, to repair to the port of Valparaiso—where, in the event of my not finding the frigate or additional orders, I was authorized to dispose of one of the ships to the best advantage, taking on board the other all the men under my charge, as well as the prize-crews of the different ships then in that port, and proceed to the United States.

After receiving those instructions, my first object was, agreeably to the wish of captain Porter, to fill the ship New Zealander with oil from the other ships;

and on the 28th of the same month she took her departure for the United States, with a cargo of nineteen hundred and fifty barrels, and well found in every respect for so long a voyage.

With regret, sir, I have to inform you, the frigate had not got clear of the Marquesas, before we discovered in the natives a hostile disposition towards us, and in a few days they became so insolent, that I found it absolutely necessary, not only for the security of the ships and property on shore, but for our personal safety, to land my men and regain by force of arms the many articles they had in the most daring manner stolen from the encampment; and what was of still greater importance, to prevent, if possible, their putting threats into execution, which might have been attended with the most serious consequences on our part, from duty requiring my men to be so much separated.

I, however, had the satisfaction to accomplish my wish without firing a musket, and from that time lived in perfect amity with them, until the 7th May following, when my distressed situation placed me in their power.

Before mentioning the lamentable events of that day, and the two succeeding ones, I shall give you a brief account of a few preceding occurrences which were sources of great uneasiness to me.

The first was the death of John Witter (a faithful old marine) who was unfortunately drowned in the surf on the afternoon of the 28th of February, and the desertion of four of my men; the one Isaac

Coffin (black man) had deserted from the Essex the day before she sailed out of the bay, and was then a prisoner for attempting the second time to make his escape from the ships. They took the advantage of a dark night, and left the bay in a whale-boat, unobserved by any person, all, excepting the prisoner, having the watch on deck. They took with them several muskets, a supply of ammunition, and many things of but little value. My attempt to pursue them was prevented, by their destroying, in a great measure, the only remaining boat at that time sea worthy.

On the 12th April began to rig the ships Seringapatam, and Sir Andrew Hammond, which, as I calculated, employed the men until the 1st of May. All hands were then engaged in getting the remainder of the property from the Greenwich to the Seringapatam, as I began to despair of the frigate rejoining me at that place.

The work went on well, and the men were obedient to my orders, though I discovered an evident change in their countenances, which led me to suppose there was something wrong in agitation, and under that impression had all the muskets, and ammunition, and small arms of every description taken to the Greenwich (the ship I lived on board of) from the other ships, as a necessary precaution against a surprise from my own men.

On the 7th of May, while on board the Seringapatam on duty which required my being presen , I was suddenly and violently attacked by the men

employed in that ship. After struggling a short time, and receiving many bruises, I was thrown down on the deck, and my hands and legs immediately tied. They then threw me on the second deck, thence dragged me into the cabin, and confined me to the run, where in a few minutes midshipman Feltus, and acting midshipman Clapp were thrown in, tied in the same manner as myself : the scuttle was then nailed down and a sentinel placed over it.

After spiking all the guns of the Greenwich, and of the fort, and those of the Sir Andrew Hammond that were loaded, plundering the ships of every thing valuable,—committing many wanton depredations on shore, taking all the arms and ammunition from the Greenwich ; sending for Robert White, the man who was sent out of the Essex for mutinous conduct, and bending the necessary sails, they stood out of the bay, with a light wind off the land.

My fellow prisoners, and shortly after myself, were then taken out of the run, and placed in the cabin, under the immediate charge of several sentinels.

Shortly after getting clear of the bay, one of the sentinels, though he had been repeatedly cautioned against putting his finger on the trigger, fired a pistol, the contents of which passed though my heel a little below the ankle bone.

I had not received the wound a moment before the men on deck pointed their muskets down the skylight, and were in the act of firing, when the sentinel prevented them by saying the pistol was accidentally discharged.

At nine o'clock, the night dark, and the wind blowing fresh, after receiving by request from the mutineers a barrel of powder and three old muskets, I was put in a leaky boat, where I found my unfortunate companions.

In that situation, after rowing at least six miles, and every person exhausted from the great exertion made to prevent the boat from sinking, we reached the Greenwich, where I found my few remaining men anxiously looking out for me, and seriously alarmed at the conduct of the savages. They had already begun to plunder the encampment, and were informed by Wilson (a man who had lived among them for several years, and who, as I afterwards learnt, was not only instrumental to the mutiny, but had in my absence plundered the Sir Andrew Hammond) of our defenceless situation.

Finding it impossible to comply with that part of my instructions directing me to remain in the bay until the 27th May—I thought it most advisable to repair to the port of Valparaiso; and with that view every soul, assisted by George Ross, and William Brudewell, (traders living on the island for the purpose of collecting sandal wood,) exerted themselves in making the necessary preparations to depart.

My first object was to put the Sir Andrew Hammond in a situation that we might get under way at any moment. That done, all hands were engaged in getting the few articles of value from shore, and endeavouring to recover the stolen property from the Sir Andrew Hammond, when the savages made an

unprovoked and wanton attack upon us, in which I have, with the deepest regret, to inform you, midshipman William Feltus, John Thomas, Thomas Gibbs, and William Brudewell were massacred, and Peter Caddington (marine) dangerously wounded; but he made his escape together with William Worth, by swimming some distance, when they were taken out of the water by midshipman Clapp and the only three men left. Our situation at that moment was most desperate—the savages put off in every direction with a view to intercept the boat, and board the ship, but were driven back by my firing the few guns we had just before loaded with grape and cannister shot. Before the boat returned, and the guns were reloaded, they made the second attempt, and afterwards repeated attempts, first to board the Sir Andrew Hammond, and then the Greenwich—but were repulsed by our keeping up a constant firing. During this time several hundred were employed in pulling down the houses, and plundering the encampment, while others were in the fort, endeavouring (assisted by Wilson who had received several casks of powder from the mutineers) to get the spikes out of the guns.

As soon as William Worth had recovered a little strength after being so long in the water, I sent the boat to the Greenwich, for John Pitlenger (a sick man) and some things that were indispensably necessary, and with orders to burn that ship, and return with all possible despatch, as our ammunition was nearly all expended, and we had no other means of keeping the savages one moment out of the ship.—

We then bent the jib and spanker, cut the moorings, and luckily had a light breeze that carried us clear of the bay, with six cartridges only remaining.

It was then we found our situation most distressing. In attempting to run the boat up, it broke in two parts and we were compelled to cut away from the bows our only anchor, not being able to cut it. We mustered altogether eight souls—out of which there was one cripple confined to his bed, one man dangerously wounded, one sick, one convalescent, a feeble old man just recovering from the scurvy, and myself unable to lend any further assistance, the exertions of the day having so greatly inflamed my wound as to produce a violent fever,—leaving midshipman Clapp, and two men only capable of doing duty. In that state, destitute of charts and of every means of getting to windward, I saw but one alternative, to run the trade winds down, and if possible to make the Sandwich islands, in hopes of either falling in with some of the Canton ships, (that being their principal place of rendezvous) or of obtaining some assistance from Tamaahmaah, the king of the Windward Islands.

No time was lost in bending the topsails, and on the 10th of May we took our departure from Roberts island. On the 25th of the same month made Owhyhee, and on the 30th after suffering much, came to an anchor in Whytetee bay, at the island of Whoohoo, where I found captain Winship, several officers of ships, and a number of men, from whom

(particularly captain Winship) I received every assistance their situation could afford me.

The natives, though at first surprised at our deplorable condition, and inquisitive to know the cause of it, which I did not think prudent to inform them, supplied the ship with fresh meat, fruits and vegetables, partly on condition that I would take the chief men of the island, and some others with their property up to the Windward Islands, (where I found it necessary to go,) after shipping some men, in order to procure a supply of salt provisions from the king. From thence it was my intention to have proceeded to Valparaiso in compliance with my instructions from captain Porter,—but I was unfortunately captured on the passage by the English ship Cherub of twenty guns. I was somewhat surprised to hear captain Tucker say (when I pointed out a valuable canoe, and many other articles which I assured him was the property of the natives, and that I was merely conveying them, and it, from the one island to the other, the weather being to boisterous at that time for them to make the passage in their canoes,) that every thing found in a prize-ship belonged to the captors.

So that I had the mortification to see the people from whom I had received so much kindness, sent on shore, deprived of all they had been collecting for twelve months past, and were about to present to their king as a tribute imposed upon them.

The Cherub then proceeded to Atooi, where after capturing the ship Charon, and making many fruit

less attempts to get the cargo of that ship, and several others that had been deposited on the island, under the immediate protection of the king of the Leeward Islands, she took her departure on the 15th of July from that place, and on the 28th November following, arrived at Rio de Janeiro with her prizes, touching on her passage for refreshments at Otaheite and Valparaiso. During her stay at the latter place, the frigates Briton and Tagus arrived from the Marquesas, where they had been in search of the ships left under my charge.

On the 15th of December the prisoners were sent on shore, having received the most rigorous treatment from captain Tucker, during their long confinement in his ship, and the greater part of them, like the natives, left destitute of every thing, save the clothes on their backs. The men belonging to the Essex had but little to lose, but those I shipped at Waahoo had received in part, money and goods for one, two, and some of them three years services in the Canton ships.

On the 15th of May, by the advice of a physician who attended me, I took my departure from Rio de Janeiro, in a Swedish ship bound to Havre de Grace leaving behind acting midshipman Benjamin Clapp, and five men, having lost one soon after my arrival at that place with the small pox.

No opportunity had previously offered by which I could possibly get from thence, the English admiral on that station, being determined to prevent by every

means in his power American prisoners from returning to their own country.

On the 10th instant, in latitude forty-seven degrees north, and in longitude eighteen degrees west I took passage on board the ship Oliver Ellsworth (captain Roberts) fifteen days from Havre de Grace, bound to New York.

I arrived here last evening, and have the honour to wait either the orders of the navy department, or of the commandant of the marine corps.

I have the honour to be, &c. &c.

JOHN M. GAMBLE.

To the honourable the Secretary of the Navy, Washington

ALGERINE WAR.

Immediately after the ratification of peace with Great Britain, in February 1815, Congress, in consequence of the hostile conduct of the regency of Algiers, declared war against that power. A squadron was immediately fitted out, under the command of commodore Decatur, consisting of the Guerriere, Constellation, and Macedonian frigates, the Ontario and Epervier sloops of war, and the schooners Spark, Spitfire, Torch, and Flambeau. Another squadron, under commodore Bainbridge, was to follow this armament, on the arrival of which, it was understood, commodore Decatur would return to the United States in a single vessel, leaving the command of the whole combined force to commodore Bainbridge.

The force under commodore Decatur rendezvoused at New York, from which port they sailed the 20th day of May, 1815, and arrived in the bay of Gibraltar in twenty-five days, after having previously communicated with Cadiz and Tangier. In the passage, the Spitfire, Torch, Firefly, and Ontario, separated at different times from the squadron in gales, but all joined again at Gibraltar, with the exception of the Firefly, which sprung her masts, and put back to New York to refit. Having learned at Gibraltar that the Algerine squadron, which had been out into the Atlantic, had undoubtedly passed up the straits, and that information of the arrival of the American force had been sent to Algiers by persons

in Gibraltar, commodore Decatur determined to proceed without delay, up the Mediterranean, in the hope of intercepting the enemy before he could return to Algiers, or gain a neutral port.

The 17th of June, off Cape de Gatt, he fell in with and captured the Algerine frigate Mazouda, in a running fight of twenty-five minutes. After two broadsides the Algerines ran below. The Guerriere had four men wounded by musketry—the Algerines about thirty killed, according to the statement of the prisoners, who amounted to four hundred and six. In this affair the famous Algerine admiral, or Rais, Hammida, who had long been the terror of this sea, was cut in two by a cannon shot.

On the 19th of June, off cape Palos, the squadron fell in with and captured an Algerine brig of twenty-two guns. The brig was chased close to the shore, where she was followed by the Epervier, Spark, Torch, and Spitfire, to whom she surrendered, after losing twenty-three men. No Americans were either killed or wounded. The captured brig, with most of the prisoners on board, was sent into Carthagena, where she has since been claimed by the Spanish government under the plea of a breach of neutrality. As this affair will probably become a subject of negotiation between the United States and Spain, we decline entering into further particulars.

From cape Palos, the American squadron proceeded to Algiers, where it arrived the 28th of June. Aware that a despatch-boat had been sent from Gibraltar, to inform the regency of his arrival, and having also learned that several Tartans had gone in search

of the Algerines to communicate the news, commodore Decatur concluded that their fleet was by this time safe in some neutral port. He therefore thought it a favourable time to take advantage of the terror which his sudden and unwelcome arrival had excited, to despatch a letter from the President of the United States to the dey, in order to afford him a fair opportunity to open a negotiation. The captain of the port was immediately despatched to the Guerriere, on the receipt of this letter, accompanied by Mr. Norderling the Swedish consul; and commodore Decatur, who, with Mr. Shaler, had been empowered to negotiate a treaty, proposed the basis, on which alone he could consent to enter on the affair of an adjustment. This was the absolute and unqualified relinquishment of any demand of tribute on the part of the regency, on any pretence whatever. To this he demurred. He was then asked if he knew what had become of the Algerine squadron, and replied—"By this time it is safe in some neutral port." "Not the whole of it," was the reply. He was then told of the capture of the frigate, of the brig, and of the death of Hammida. He shook his head, and smiled with a look of incredulity, supposing it a mere attempt to operate on his fears, and thus induce an acceptance of the proposed basis. But when the lieutenant of Hammida was called in, and the minister learned the truth of these particulars, he became completely unnerved, and agreed to negotiate on the proposed basis. He premised, however, that he was not authorized to conclude a treaty, but requested the American commissioners to state the conditions they had to propose. This was done, and

the captain of the port then requested a cessation of hostilities, and that the negotiation should be conducted on shore, the minister of marine having pledged himself for their security while there, and their safe return to the ships whenever they pleased. Neither of these propositions were accepted, and the captain was expressly given to understand, that not only must the negotiation be carried on in the Guerriere, but that hostilities would still be prosecuted against all vessels belonging to Algiers, until the treaty was signed by the dey.

The captain of the port and Mr. Norderling then went on shore, but the next day again came on board, with the information that they were commissioned by the dey, to treat on the basis for which the commissioners of the United States had stipulated. A treaty was then produced, which the commissioners declared could not be varied in any material article, and that consequently, discussion was not only useless, but dangerous on their part; for if in the interim the Algerine squadron were to appear, it would most assuredly be attacked. On examining the treaty proposed, the captain of the port was extremely anxious to get the article stipulating for the restoration of the property taken by the Algerines during the war dispensed with, earnestly representing that it had been distributed into many hands, and that as it was not the present dey who declared war, it was unjust that he should answer for all its consequences. The article was, however, adhered to by the American commissioners, and after various attempts to gain a truce, as well as to gain time, it was at length settled

that all hostilities should instantly cease, when a boat was seen coming off with a white flag, the Swedish consul pledging at the same time his honour that it should not be hoisted until the dey had signed the treaty, and the prisoners were safe in the boat. The captain and Mr. Norderling then went on shore, and returned within three hours; with the treaty signed, together with all the prisoners, although the distance was more than five miles. The principal articles in this treaty were, that no tribute under any pretext or in any form whatever, should ever be required by Algiers from the United States of America—that all Americans in slavery should be given up without ransom—that compensation should be made for American vessels captured, or property seized or detained at Algiers—that the persons and property of American citizens found on board an enemy's vessels should be sacred—that vessels of either party putting into port should be supplied with provisions at market price, and, if necessary to be repaired, should land their cargoes without paying duty—that if a vessel belonging to either party should be cast on shore, she should not be given up to plunder—or if attacked by an enemy within cannon shot of a fort, should be protected, and no enemy be permitted to follow her when she went to sea within twenty-four hours. In general, the rights of Americans on the ocean and land, were fully provided for in every instance, and it was particularly stipulated that all citizens of the United States taken in war, should be treated as prisoners of war are

treated by other nations, and not as slaves, but held subject to an exchange without ransom. After concluding this treaty, so highly honourable and advantageous to this country, the commissioners gave up the captured frigate and brig, to their former owners. To this they were influenced by a consideration of the great expense it would require to put them in a condition to be sent to the United States—the impossibility of disposing of them in the Mediterranean and by the pressing instances of the dey himself, who earnestly represented that this would be the best method of satisfying his people with the treaty just concluded, and consequently the surest guarantee for its observance on his part. The policy of the measure we think sufficiently obvious, when it is considered that the dey would most likely, in case of their refusal, have fallen a victim to the indignation of the people, and that, in all probability, his successor would have found his safety only in disowning the peace which had been made by his predecessor. There being, as we before stated, some dispute with the Spanish authorities with regard to the legality of the capture of the Algerine brig, it was stipulated on the part of the American commissioners, in order to induce the Spaniards to give her up, that the Spanish consul and a Spanish merchant, then prisoners in Algiers, should be released, and permitted to return to Spain if they pleased. According to the last advices the brig was still detained by the Spanish government, and the ultimate disposal of this vessel will probably be settled by an amicable negotiation.

Commodore Decatur despatched captain Lewis in the Epervier, bearing the treaty to the United States, and leaving Mr. Shaler at Algiers, as consul-general to the Barbary states, proceeded with the rest of the squadron to Tunis, with the exception of two schooners under captain Gamble, sent to convoy the Algerine vessels home from Carthagena. He was prompted to this visit, by having been informed that a misunderstanding existed between our consul and the bashaw of Tunis, into the nature of which he considered himself bound in duty to inquire. Here he was officially informed by the consul of a violation of the treaty subsisting between the United States and the bashaw, first, in permitting two prizes of an American privateer to be taken out of the harbour by a British cruiser, and secondly, in permitting a company of merchants, subjects of Tunis, to take the property of an American citizen at their own price, and much below its real value.

The truth of these allegations being thus officially verified, commodore Decatur addressed a letter to the prime minister of Tunis, demanding satisfaction for these outrages exercised or permitted by the bashaw, and a full restoration of the property thus given up or sacrificed. The bashaw, through the medium of his prime minister, acknowledged the truth of the facts, as well as the justice of the demands; but begged twelve months to pay the money. This was refused; and on receiving assurances that it would be paid forthwith, the commodore went on shore, where he received the visits of the different

consuls. The brother of the prime minister of Tunis chanced to arrive with the money at this time, and seeing the British consul in conversation with commodore Decatur, threw down the bags which contained it with great indignation, at the same time addressing the consul in English, which he spoke fluently, "You see, sir, what Tunis is obliged to pay for your insolence. You must feel ashamed of the disgrace you have brought upon us. You are very good friends now, but I ask you whether you think it just first to violate our neutrality, and then to leave us to be destroyed, or pay for your aggressions." As soon as the money was paid, the bashaw prepared to despatch a minister to England, to demand the amount which he had been obliged to pay in consequence of this requisition of the American commodore.

After adjusting these differences, the squadron proceeded to Tripoli, where commodore Decatur made a similar demand for a similar violation of the treaty subsisting between the United States and the bashaw, who had permitted two American vessels to be taken from under the guns of his castle by a British sloop of war, and refused protection to an American cruiser lying within his jurisdiction. Restitution of the full value of these vessels was demanded, and the money, amounting to twenty-five thousand dollars, paid by the bashaw into the hands of the American consul. After the conclusion of this affair, the American consular flag, which Mr. Jones, the consul, had struck, in consequence of the violation of neutrality above mentioned, was hoisted in the presence of

the foreign agents, and saluted from the castle with thirty-one guns. In addition to the satisfaction thus obtained for unprovoked aggressions, the commodore had the pleasure of obtaining the release of ten captives, two Danes, and eight Neapolitans, the latter of whom he landed at Messina.

After touching at Messina and Naples, the squadron sailed for Carthagena on the 31st of August, where commodore Decatur was in expectation of meeting the relief squadron, under commodore Bainbridge. On joining that officer at Gibraltar, he relinquished his command, and sailed in the Guerriere for the United States, where he arrived on the 12th of November, 1815. Every thing being done previous to the arrival of the second division of the squadron, under commodore Bainbridge, that gallant officer had no opportunity of distinguishing himself, as we are satisfied he always will where occasion occurs. Pursuant to his instructions he exhibited this additional force before Algiers, Tunis, and Tripoli, where they were somewhat surprised at the appearance of the Independence seventy-four, having always been persuaded that the United States were restricted by their treaties with England from building ships of that class. When colonel Lear was consul at Algiers he endeavoured to convince the ministers of the dey that such was not the case; but they always replied, "If you are permitted to build seventy-fours, let us see one of them and we shall be satisfied." Commodore Bainbridge sailed from Gibraltar thirty-six hours before the Guerriere, and arrived at Boston the 15th of November.

Thus was concluded an expedition in which, though few, perhaps no opportunities occurred for a display of the hardy prowess of our sailors, the nation acquired singular honour, in humbling and chastising a race of lawless pirates, who have long been the inveterate scourges of the christian world. Independently of the glory thus accruing to the republican name, the probable advantages arising from this sudden and unlooked-for appearance of an American squadron immediately after a war, with Great Britain, we think will be manifold. This circumstance will give them an idea of the power and resources of the United States altogether different from that which they before entertained; and serve to convince them of the danger of provoking their resentment under any expectation of the destruction of their navy by any power whatever. That the assurance of an immediate war with England was what principally encouraged the dey of Algiers to commence hostilities against the United States, under a conviction that our little navy would speedily be annihilated, is evident from the following fact. One of the dey's officers one morning insinuated, whether true or false we cannot say, to the British consul at Algiers, that it was his fault that they declared war. "You told us," said he, "that the American navy would be destroyed in six months by you, and now they make war upon us with two of your own vessels they have taken from you!"

NAVAL POETRY.

From a great number of nautical songs and other effusions of poetry, that have appeared in the periodical works of our country, we have selected the following, as not unworthy of preservation.

FROM THE PORT FOLIO

OCEAN.—A NAVAL ODE.

All hail, thou mightiest, monstrous Power!
To whom, in this tempestuous hour,
The Nations bow the knee!
This hour, when Heaven's right arm hath hurled
Its thunders round a warring world,
O'er Christendom one bloody flag unfurled—
We lift our eyes to Thee!

Primeval Power! ere Order sprung,
While yet o'er chaos darkness hung,
Thou wert; and when, in onward time,
The impious mortal stain'd by crime
The image of his sire sublime;—
Then, great Avenger! didst thou rise,
And swelling to the darken'd skies,
Each of thy waves commissioned then
Whelm'd in the worthless race of men!

Ocean—that venerable name
What tongue unfaltering shall proclaim?
Here, as upon my native plain
That borders on thy wide domain,
I stand, and strive one glimpse to gain
Of half thy worth, but strive in vain.
Power—to whose hundred hands is given
To toss their foam against the face of heaven,
And ere insulted heaven its wrath can show,
Retreat in safety to th' abyss below.
Extent—whose untold regions lie
Where man nor angel e'er could pry,
Who mantlest round this mighty globe,
As in one vast, cerulean robe.
And *wealth*—whose many massive heaps
Lie piled within thy cavern-deeps,
Where new Peruvias unfold
Their copious veins of liquid gold,
And other Indias rise, to spread
Of rival gems, thy sparkling bed

Yet, grand and awful as thou art,
'Tis ours, with no foreboding heart,
To count thy glories o'er;—
Descendents from that western wild,
Of Heaven the latest, loveliest child,
Who, safe in thy protection, smil'd;
Blooming so long from all intrusion free,
And known to none but Heaven and Thee.
Till He, thy chosen chieftain, came,
Genoa's boast, Iberia's shame;
(Blest, had he never ceas'd o'er thee to roam,
Nor found disgrace, and chains, and death at home.)
He woo'd and won the peerless dame,
And gave to her his honour'd name.

E'er since that hour, their children, we,
In weal or wo thy aid can see.—
In war, thy guarding waters rose,
A fence between us and our foes.
In peace, thy stars have been our guides,
Our coursers swift, thy foaming tides,
And safe have been our billowy rides,
As when some white-wing'd seraph glides
To haven of repose!

Far to that execrated shore,
Where ancient Carthage tower'd of yore,
'Twas thy supporting arms that bore
'Gainst Punic perfidy, the band,
Who well aveng'd our injured land;
And drove the crescent, bath'd in blood,
To hide its blushes in the flood.
But when no effort could withstand
The willy Turk's ensnaring hand,
Snatch'd for themselves the lighted brand,
And mounting in a shroud of flame,
Died to the world—to live in fame!

And now—though in the recent year
That compass'd our "diurnal sphere,"
Defeat, disgrace, and want, and fear,
Wherever else we look, appear;
Yet, when to Thee we turn our eyes,
Some stars amid the storms arise.
Lo! twice within that little year,
Behold yon trophied barque appear,
Whose Eagle, in the wat'ry field,
Twice bade the British Lion yield!
Whose noble mast yet stands to tell
Its native oaks, IT NEVER FELL!

And bids Defiance' loudest blast
Challenge the world to mate that mast,
For service shar'd—for duty done—
For danger dar'd—for vict'ry won! *

Ere, echoing round our gladden'd shore,
The peal of triumph scarce was o'er,
Thou bad'st thy winds to bear again,
O'er all its hills the lofty strain;
To tell them that another sail,
Mid dark October's stormy gale,
In direst, deadliest shock, could close
With hearts as brave as Britain knows,
And in that shock prevail! †

We crowd not on the shudd'ring sight
The horrors of that awful fight:
Not ours to count the cruel scars,
And groans, and wounds of ocean-wars.
Let others note how, side by side,
The virtuous and the valiant died·
Where gun 'gainst gun, encount'ring, lay
So near, they cross'd each others way!
And from the suff'ring and the slain,
The life-stream mingled with the main!
Till Conquest grasp'd his laurel'd crown,
Less as a symbol of renown,
Than to conceal from sight, from thought,
Proofs of the price at which 'twas bought!

* It is scarcely necessary to state, that this alludes to the two conquests achieved by the "Constitution" over the Guerriere and Java—the first under the immediate command of captain Hull; the second, under that of commodore Bainbridge. It has been asserted, that no vessel of equal force has been known, in any service, to have acquired as much glory in as little time.

† The engagement between captain Jones, in the "Wasp," and the "Frolic," in which the latter was captured

'Thou, Ocean, thou, the seaman's sire!
Witness for us, while deeds like those
Approv'd our prowess to our foes,
Did they not, 'mid ourselves, inspire
In all, the emulous desire
As well to act, as to admire?
Witness, as well it may,
That One could, unattended, roam
To Albion's very channel home,
In vain, but bold assay;*
And One could bid his cannon sound
To St. Salvador's farthest ground,
Till Andes might the shock rebound,
Of challenging the fray!†

And soon, with streamers waving nigh,
On thy blue throne exalted high,
We hail'd another naval son—
Grac'd with the gift his arm had won:
A rare and goodly gift, to greet
A country, ever proud to meet
The same chivalrous chief, who bore
Rich tributes once from Barb'ry's shore
As Allah's sons can tell;
But now a nobler trophy shows,
Wrested from mightier, manlier foes,
Who fought so long—so well.‡
Vict'ry was ours, and, conflict o'er,
Found Mercy had been ours before;
And Kindness, from election free,
And frank, high-minded Courtesy.
In losing Peace, we have not lost
That gentle grace she prizes most.

* The cruise of commodore Rodgers.

† The challenge of captain Lawrence to the Bon Citoyen.

‡ The capture and safe conduct home, of the "Macedonian," by commodore Decatur.

So may the goddess, when again
She reascends her sacred fane—
That fane, whose gates, alas! now clos'd,
Have stood to force and fraud expos'd;
Find still upon her altar's urn
Unquench'd its lambent lustre burn.
Without is all the storm and din—
The vestal flame yet lives *within*

Once more, upon thy list of fame,
Ocean! inscribe another name.
Surely we may not ask in vain
For him, who ne'er can ask again!
For him, most priz'd, yet pitied most,
For LAWRENCE, honour'd—LAWRENCE, lost!
For him, who erst the fight maintain'd,
And erst the conqu'ror's chaplet gain'd,
And better, nobler far,
Who sprang where battle fiercest bled,
Between the living and the dead,
And stay'd the waste of war!
For him, whose virtues were declar'd
By enemies his sword had spar'd,
What time his arm humanely dar'd
The reeling captive to sustain,
And snatch the sinking from the main
The life, in fight half lost before,
Was now to peril risk'd once more;
Till, aiding in the great emprize,
His comrades sunk before his eyes.
This, this, may Fame's sublimest song
In everlasting note prolong!
O glorious end! O death of pride!
The victors for the vanquish'd died! *

* The extraordinary exertions of the officers and crew of the "Hornet," after their victory over the "Peacock," for the safety and comfort of their prisoners, must be fresh in the minds of every American, and we trust, of every Briton

But be the shouts of triumph o'er;
Strike the high warbling harp no more!
And let the minstrel's measure know
No tones, but tones of martial wo!
O'er the slow-undulating tide
Let only mournful musick glide,
And but the solemn-sounding oar
Awake the silence of the shore.
Let Fancy to the tufted steep,
For sad, sepulchral sights retire,
Where wildly o'er the moaning deep
The mermaids tear
Their golden hair,
And fling it on the funeral pyre.

Such sorrows, to the patriot dear,
Befit a hero's bloody bier;
Such, Lawrence! to thy name be paid,
All that can greet thy gallant shade.
Oh thou, whose gen'rous arm could save
Thy fellows from an early grave,
What blessings had to him belong'd
Who had a life like thine prolong'd?
Long on the sadden'd mind shall stay
The thought of that disastrous day,
When, with thy few brave followers round,
Thou dared'st dispute th' unequal ground,
Till sunk beneath thy mortal wound;
Nor, then—in the recording line
Ne'er be it said—to yield was thine:
Till reeling sense and fainting life
Withheld thee from the desp'rate strife;

For obvious reasons we have not noticed our naval actions exactly in the order in which they occurred:—and for reasons equally obvious, have avoided the introduction of any individual names, except of those departed commanders, to whom, alas! nothing but a name remains.

Ne'er was that bloody banner down,
So lately starr'd with thy renown.
Long as thy arm could wield a sword—
Long as thy lips could breathe a word,
Thy deeds, thy voice, this truth reveal'd—
That Lawrence never knew to yield!
Nought but the final Enemy
Who conquers all—has conquer'd thee!

Yet still, the tributary verse
Must flow lamenting round thy hearse;
For partial Heaven in thee combin'd
The sternest with the softest mind.
Seem'd that thou wert but lent, to show
The rest of ocean's race below
How all the charities might blend,
Of father, brother, husband, friend:
Till perfecting the patriot plan,
The warrior mellow'd in the man!
But, hark! E'en now what tidings swell?
Last, but not least, they speed to tell
Where Burrows the invader spoil'd,
His arms, his arts, o'erpower'd and foil'd,
But in the struggle fell!
Then be it so! An end so great,
No sighs but sighs of Envy wait!
What could a Roman triumph more,
Than pass'd his closing eye before?
With falt'ring hand and bosom gor'd,
'Twas his to grasp a conq'ror's sword,
Like gallant Wolfe, well "satisfied,"
In that he conquer'd, and he died!

Ocean! when storms of conflict o'er,
Shall cesolate our coasts no more;
But that firm race of thine shall come
To dignify a peaceful home—

O grant that race to prove them, then,
Better as well as braver men;
Wise to forbear, in civil life,
As bold to dare in hostile strife.
For angel-eyes, that turn afar
Abhorrent from the scenes of war,
Have yet beheld, with tears of joy,
Virtues which war could not destroy:
That, in the hot and tempting hour
Of mad Success and lawless Power,
When Av'rice, Pride, Revenge, contend
For mastery in the *human-fiend*,
Could chain these furies to their den,
And make the victors more than men!
Nor solely to the chieftain free
This might of magnanimity:
Round many a humbler head it glowed—
Through many a humbler heart it flowed;
Those who, whate'er their leaders claim,
Must fall, themselves, unknown to Fame:
Theirs the toil without the praise—
The conquest theirs—but not its days.

Then grant, great Ruler of the main!
These virtues they may long retain;
So shall thy waters ne'er be view'd
Without a burst of gratitude.
So, when War's angry flame retires,
And, ling'ring, on thy bed expires;
These, tried and purified, shall rise,
And, phœnix-like, ascend the skies

ODE WRITTEN BY L. M. SARGENT, ESQ.

AND SUNG AT THE DINNER GIVEN TO CAPTAIN HULL BY THE CITIZENS OF BOSTON.

Britannia's gallant streamers
Float proudly o'er the tide;
And fairly wave Columbia's stripes,
In battle, side by side.
And ne'er did bolder foemen meet,
Where ocean's surges pour.
O'er the tide, now they ride,
While the bell'wing thunders roar,
While the cannon's fire is flashing fast
And the bell'wing thunders roar.

When Yankee meets the Briton,
Whose blood congenial flows,
By Heaven created to be friends,
By fortune render'd foes;
Hard then must be the battle fray,
Ere well the fight is o'er.
Now they ride, side by side,
While the bell'wing thunders roar,
While the cannon's fire is flashing fast
And the bell'wing thunders roar.

Still, still for noble England,
Bold Dacres's streamers fly;
And for Columbia, gallant Hull's
As proudly and as high
Now louder rings the battle din,
More thick the volumes pour;
Still they ride, side by side,
While the bell'wing thunders roar,
While the cannon's fire is flashing fast
And the bell'wing thunders roar.

Why lulls Britannia's thunder,
That wak'd the wat'ry war?
Why stays that gallant Guerriere,
Whose streamer wav'd so fair?
That streamer drinks the ocean wave!
That warrior's fight is o'er!
Still they ride, side by side,
While Columbia's thunders roar,
While her cannon's fire is flashing fast,
And her Yankee thunders roar.

Hark! 'tis the Briton's lee gun!
Ne'er bolder warrior kneel'd!
And ne'er to gallant mariners
Did braver seamen yield.
Proud be the sires, whose hardy boys,
Then fell, to fight no more:
With the brave, 'mid the wave,
When the cannon's thunders roar,
Their spirits then shall trim the blast,
And swell the thunder's roar.

Vain were the cheers of Britons,
Their hearts did vainly swell,
Where virtue, skill, and bravery
With gallant Morris fell.
That heart, so well in battle tried,
Along the Moorish shore,
Again o'er the main,
When Columbia's thunders roar,
Shall prove its Yankee spirit true,
When Columbia's thunders roar

Hence be our floating bulwarks,
Those oaks our mountain's yield;
'Tis mighty Heaven's plain decree
Then take the wat'ry field!

To ocean's farthest barrier then
Your whit'ning sail shall pour;
Safe they'll ride, o'er the tide,
While Columbia's thunders roar,
While her cannon's fire is flashing fast,
And her Yankee thunders roar.

COLUMBIA'S NAVAL HEROES

SUNG AT THE DINNER GIVEN TO CAPTAIN BIDDLE BY THE CITIZENS OF NEW YORK.

BY FRANCIS ARDEN, ESQ.

While Europe displaying her fame claiming page,
And vaunting the proofs of her high elevation,
Exultingly shows us, just once in an age,
Some patriot soul'd chieftain the prop of his nation;
Columbia can boast, of her heroes a host,
The foremost at Duty's and Danger's proud post,
Who full often have won upon ocean's rough wave,
The brightest leav'd laurel that e'er deck'd the brave.

By freedom inspir'd and with bosoms of flame,
They hurl'd on the foe all the battle's dread thunder,
Till vanquish'd and humbled, he shook at their name,
O'erwhelm'd with confusion with fear and with wonder;
No age that has flown, such a band e'er has known,
Who made firmness and skill and mild manners their own,
And each trait of the warrior so closely entwin'd,
With the virtues that grace and ennoble the mind.

Their kindness the hearts of their captives subdued,
Who sunk 'neath their arms when the life-streams were flowing
And their conquest-wove wreaths not a tear has bedew'd
But that which Humanity smiles in bestowing;

The world with one voice bids their country rejoice,
As with blushes it owns that these sons of her choice
For valour and feeling have gain'd the rich prize,
And stand first midst the first that live under the skies.

Their splendid achievements shall long string the nerves
Of all who the blessings of freemen inherit;
And theirs be the honours such merit deserves,
And dear to each bosom their death-daring spirits;
The poet's best strain, shall their mem'ries maintain,
And affection embalm them to Time's latest reign,
While roused by their praises, our sons shall aspire,
To rival their actions and glow with their fire.

THE FRIGATE CONSTITUTION.

SUNG BEFORE THE CORPORATION OF THE CITY OF NEW YORK, THE FOURTH OF JULY, 1815.

BY FRANCIS ARDEN, ESQ.

Argo of Greece, that brought the fleece
To the Thessalian city,
As we are told, by bards of old,
Was sung in many a ditty;
But Yankees claim a prouder name
To spur their resolution,
Than Greece could boast and do her most—
The frigate Constitution.

When first she press'd the stream's cool breast,
Hope hail'd her pride of story;
Now she o'erpays hope's flatt'ring praise,
By matchless deeds of glory;

Of all that roam the salt sea's foam,
None floats to Neptune dearer,
Or fairer shines in fame's bright lines,
Or more makes Britain fear her.

'Neath Hull's command, with a tough band
And nought beside to back her,
Upon a day, as log-books say,
A fleet bore down to thwack her;
A fleet, you know, is odds or so,
Against a single ship sirs;
So cross the tide, her legs she tried,
And gave the rogues the slip sirs.

But time flies round, and soon she found,
While ploughing ocean's acres,
An even chance to join the dance,
And turn keel up, poor Dacres;
Dacres, 'tis clear, despises fear,
Quite full of fun and prank is,
Hoists his ship's name, in playful game,
Aloft to scare the Yankees.

On Brasil's coast, she rul'd the roast,
When Bainbridge was her captain;
Neat hammocks gave, made of the wave,
Dead Britons to be wrapp'd in;
For there, in ire, 'midst smoke and fire,
Her boys the Java met sirs,
And in the fray, her Yankee play,
Tipp'd Bull a *somerset* sirs.

Next on her deck, at Fortune's beck,
The dauntless Stewart landed;
A better tar ne'er shone in war,
Or daring souls commanded;

Old *Ironsides*, now once more rides,
In search of English cruisers;
And Neptune grins, to see her twins
Got in an hour or two, sirs.

Then raise amain, the joyful strain,
For well she has deserv'd it,
Who brought the foe so often low,
Cheer'd freedom's heart and nerv'd it;
Long may she ride, our navy's pride,
And spur to resolution;
And seamen boast, and landsmen toast,
The FRIGATE CONSTITUTION

FROM THE BALTIMORE WHIG.

THE UNCOURTEOUS KNIGHT, AND THE COURTEOUS LADY

For a nautical knight, a lady—heigho!
Felt her heart and her heart-strings to ache;
To view his sweet visage she look'd to and fro;—
The name of the knight, was James Lucas Yeo,
And the lady—'twas *she of the Lake.*

"My good, *sweet* sir James," cried the lady so fair,
"Since my passion I cannot control,
When you see my white drapery floating in air,
Oh! thither, and quickly I prithee repair
And indulge the first wish of my soul."

Sir knight heard afar, of the lady's desire,
And sprightly and gay made reply—
"As your heart, lovely maid, doth my presence require,
I assure you mine burns with an answering fire,
And quick to your presence I'll fly."

From Ontario's margin the lady set sail,
To meet the bold knight on *that* sea:
She dreamt not that he in his promise would fail,
And leave a fair *lady* alone to bewail;—
Yet no knight far or near could she see.

mpatient to meet him no longer she'd stay,
Resolv'd o'er the waters to roam:
" Oh! say, have you heard of my brave knight I pray,
He promis'd to meet a fair lady to day,
But I fear he's to Kingston gone home."

At last she espied him—what could sir knight do?
He fidgetted—ran—and he tack'd in and out,
And kept far aloof—yet he *promised* to woo;
She hail'd him—" Sir knight—wont you please to heave t
What a shame a fair lady to flout."

But away ran sir knight—the lady in vain,
Her oglings, and glances employ'd;
She aim'd at his heart, he aim'd at her brain,
She vow'd from pursuing she'd never refrain;
And the knight was most sadly annoy'd.

At length from the lady, the knight got him clear,
And obtain'd *for a season* some rest;
But if the fair lady he ever comes near,
For breaking his promise he'll pay pretty dear—
The *price captain Chauncey* knows best.

LIST OF THE AMERICAN NAVY FOR 1831

guns.	Names of Vessels.	Built	guns.	Names of Vessels.	Built.
74	Independence	Boston, 1814	18	Ontario	Baltimore, 1813
74	Franklin	Philadelphia, 1815	18	Peacock	New York, 1813
74	Washington	Portsmouth, 1816	18	Boston	Boston, 1825
74	Columbus	Washington, 1819	18	Lexington	New York, 1825
74	Ohio	New York, 1820	18	Vincennes	do 1826
74	North Carolina	Philadelphia, 1820	18	Warren	Boston, 1826
74	Delaware	Gosport, 1820	18	Natchez	Norfolk, 1827
44	United States	Philadelphia, 1797	18	Falmouth	Boston, 1827
44	Constitution	Boston, 1797	18	Fairfield	New York, 1828
44	Guerriere	Philadelphia, 1814	18	Vandalia	Philadelphia, 1828
44	Java	Baltimore, 1814	18	St. Louis	Washington, 1828
44	Potomac	Washington, 1821	18	Concord	Portsmouth, 1828
44	Brandywine	do 1825	12	Dolphin	Philadelphia, 1821
44	Hudson	Purchased, 1826	12	Grampus	Washington, 1821
36	Congress	Portsmouth, 1799	12	Porpoise	Portsmouth, 1820
36	Constellation	Baltimore, 1797	12	Shark	Washington, 1821
36	Macedonian	Captured, 1812	3	Fox	Purchased, 1823
24	John Adams	Charleston, SC. 1799		Alert, store ship	Captured, 1812
24	Cyane	Captured, 1815		Sea Gull, do	Purchased, 1823
18	Erie	Baltimore, 1813			

VESSELS BUILDING.

guns.	Names.	Where building.	guns.	Names.		Where building.
74	Alabama	Portsmouth	44	Cumberland		Boston
74	Vermont	Boston	44	Sabine		New York
74	Virginia	Do.	44	Savannah		Do.
74	Pennsylvania	Philadelphia	44	Raritan	frigate	Philadelphia
74	New York	Norfolk	44	Columbia	frigate	Washington
44	Santee	Portsmouth	44	St. Lawrence	frigate	Norfolk

DISCARD

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